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FINAL ENVIRONMENTAL IMPACT STATEMENT

PEACEKEEPER RAIL GARRISON PROGRAM

VOLUME II: PUBLIC COMMENTS



UNITED STATES AIR FORCE
FEBRUARY 1989

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<p>This Volume includes comments and responses on the Draft EIS (Jun 89) for the Peacekeeper Rail Garrison Program at F E Warren Air Force Base (AFB), Wyoming, and ten candidate deployment installations. These are Barksdale AFB, Louisiana; Dyess AFB, Texas; Eaker (formerly Blytheville) AFB, Arkansas; Fairchild AFB, Washington; Grand Forks AFB, North Dakota; Little Rock AFB, Arkansas; Malmstrom AFB, Montana; Minot AFB, North Dakota; Whiteman AFB, Missouri; and Wurtsmith AFB, Michigan. This Volume also includes all original written comment documents and public hearing transcripts (comments section only) as recorded by court recorders for each of the 11 public hearings held on the Draft EIS.</p>					
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**FINAL
ENVIRONMENTAL IMPACT STATEMENT
PEACEKEEPER RAIL GARRISON PROGRAM**

VOLUME II: PUBLIC COMMENTS



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1 INTRODUCTION

This Volume of the Final Environmental Impact Statement (EIS) includes comments and responses on the Draft EIS for the Peacekeeper Rail Garrison program at F.E. Warren Air Force Base (AFB), Wyoming and ten candidate deployment installations; all original written comment documents; and public hearing transcripts (comments sections only) as recorded by court reporters for each of the 11 public hearings held on the Draft EIS.

Keywords: Guided missile launchers, Guided missile silos, Air Force Banning, Air Force Security.
During the public comment and review period (28 June 1988 through 31 August 1988), written comments on the Draft EIS were received from federal, state, and local agencies; organizations; and individuals in addition to oral testimony received at the 11 public hearings. Each of the written comments received as memoranda, letters, and reports are referred to as documents. The issues raised within each document were individually coded and responses prepared for each. A total of 497 written documents were received and are shown in Section 2. Public hearing transcripts for the 11 hearings are provided in Section 3 and are numbered 500 through 510. Eleven documents were postmarked after the comment period deadline of 31 August 1988 and were assigned document numbers 511 through 521. These documents and responses prepared for the comments in each are provided in Section 4. Relevant information contained in these documents has been incorporated, where appropriate, into the Final EIS text.

1.1 Summary of Respondents and Issues

Table 1 contains a listing of all respondents by location who submitted written comments during the public review and comment period. It identifies the author's name, city, state, and affiliation, if any, and the document number assigned to each respondent's document. All documents received during the comment period are presented sequentially from 1 through 497 in Section 2 and from 511 through 521 in Section 4. An individual looking for a response to his/her written comments can look at Table 1, locate his/her name, identify the document number, and go to the document number in Section 1.2.1 to read the issues and responses or the responses in Section 4.1. Those who spoke at the public hearings can look at Table 2, find their name, public hearing transcript number, and the page on which their name first appears in the transcripts. They can then go to Section 1.2.2 to read the comments and responses.

From the 508 written documents received (497 prior to and 11 after the 31 August 1988 deadline) and the 11 public hearings transcripts, a total of 2,670 comments were identified. Table 3 provides a summary of the number of documents and comments by location. Table 4 categorizes the comments by location and issue category. The largest number of comments (867) pertained to Air Force policy, followed by 404 on system requirements, 398 on the Environmental Impact Analysis Process, and 341 on system safety. Among the resource categories, the largest number of comments pertained to socioeconomics (236 comments). Biological resources and water resources were other major resource categories eliciting 93 and 74 comments, respectively. All other resources received 40 comments or less each. Eighty-four comments could not be clearly classified and were categorized as general comments.

Table 1
List of Respondents Submitting Written Comments

Serial Number	Respondent	Document Number
F.E. Warren AFB, Wyoming		
<u>Federal Agencies/Officials</u>		
1	U.S. Bureau of the Census (Roger A. Herriot) (Washington, DC)	323
<u>State Agencies/Officials</u>		
1	Honorable Mike Sullivan, Governor (Cheyenne, Wyoming)	422
2	Wyoming Department of Environmental Quality (Randolph Wood) (Cheyenne, Wyoming)	340
3,4	Wyoming Office of the Governor (Alan Edwards) (Cheyenne, Wyoming)	15, 488
5	Wyoming House of Representatives (Lynn Dickey) (Sheridan, Wyoming)	389
<u>Local Agencies/Officials</u>		
1	Honorable Don Erickson, Mayor (Cheyenne, Wyoming)	485
2	Laramie County Clerk (Janet C. Whitehead) (Laramie, Wyoming)	419
3	Laramie County School District Number One (Dennis L. Peterson) (Cheyenne, Wyoming)	260
<u>Organizations</u>		
1	Dan's County Market (Marlin Martin) (Cheyenne, Wyoming)	278
2	Dray, Madison, and Thomson (William J. Thomson) (Cheyenne, Wyoming)	475
3	League of Women Voters (Linda L. Kirkbride) (Cheyenne, Wyoming)	492
<u>Individuals</u>		
1	Alvin Aldrich (Cheyenne, Wyoming)	373
2	Annette Aldrich (Cheyenne, Wyoming)	384
3	Enja Borgmann (Tie Siding, Wyoming)	444
4	Sharon Breitweiser (Laramie, Wyoming)	453
5	Daniel D. Brown (Cheyenne, Wyoming)	429
6	Andrea L. Cook (Cheyenne, Wyoming)	434
7	Sister Rosella Hehn (Cheyenne, Wyoming)	301
8	Lorraine Holcomb (Cheyenne, Wyoming)	436
9	Dean B. Holmer (Cheyenne, Wyoming)	435
10	Beth Howard (Cheyenne, Wyoming)	427

Table 1 Continued, Page 2 of 18

Serial Number	Respondent	Document Number
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F.E. Warren AFB, Wyoming (Continued)

Individuals (continued)

11	Mae Kirkbride (Cheyenne, Wyoming)	445
12	Eileen Lappe (Cheyenne, Wyoming)	430
13	Prudy Marshall (Cheyenne, Wyoming)	443
14,15	Darryl Miller (Cheyenne, Wyoming)	417, 433
16	Mr. & Mrs. Robert Nisbet (Cheyenne, Wyoming)	426
17	Adora Lindsley Palma (Cheyenne, Wyoming)	452
18	Sally Palmer (Laramie, Wyoming)	388
19	Bernard Phelan (Cheyenne, Wyoming)	229
20	Anne Radford (Scottsbluff, Nebraska)	308
21	Janet S. Rider (Cheyenne, Wyoming)	228
22	Sydney Spiegel (Cheyenne, Wyoming)	421
23	Eileen F. Starr (Cheyenne, Wyoming)	415
24	Edward Warsaw (Cheyenne, Wyoming)	418

Barksdale AFB, Louisiana

State Agencies/Officials

1	Louisiana Department of Culture, Recreation, and Tourism (Leslie P. Tassin) (Baton Rouge, Louisiana)	1
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Local Agencies/Officials

1	Bossier City-Parish Metropolitan Planning Commission (A. Dean Holt) (Bossier City, Louisiana)	8
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Individuals

1	Eddy E. Arnold (Minden, Louisiana)	24
2	Christine Barberousse (Shreveport, Louisiana)	79
3	Ginny Homza (Shreveport, Louisiana)	83
4	Beal Locue (Shreveport, Louisiana)	9
5	Ronald A. Martin (Shreveport, Louisiana)	108
6	Jody Miller Shearer (New Orleans, Louisiana)	6
7	Thomas Neale (Shreveport, Louisiana)	410
8	Jan Nelson (Shreveport, Louisiana)	347
9	Eileen Oldag (Shreveport, Louisiana)	37
10	Alta Ruark (Springhill, Louisiana)	17
11	Renee Simar (Shreveport, Louisiana)	330

Table 1 Continued, Page 3 of 18

Serial Number	Respondent	Document Number
Dyess AFB, Texas		
<u>State Agencies/Officials</u>		
1	Honorable William P. Clements, Jr., Governor	188
2	Honorable Jim Mattox, Attorney General (Austin, Texas)	183
3	Railroad Commission of Texas (James Nugent) (Austin, Texas)	184
4	Texas Historical Commission (James E. Bruseth) (Austin, Texas)	16
5	Texas House of Representatives (Bill Arnold) (Austin, Texas)	165
6	Texas House of Representatives (Erwin Barton) (Pasadena, Texas)	176
7	Texas House of Representatives (Jerry J. Beauchamp) (Austin, Texas)	121
8	Texas House of Representatives (Hugo Berlanga) (Austin, Texas)	122
9	Texas House of Representatives (Weldon Betts) (Houston, Texas)	177
10	Texas House of Representatives (Dick Burnett) (Austin, Texas)	172
11	Texas House of Representatives (Frank Collazo, Jr.) (Port Arthur, Texas)	123
12	Texas House of Representatives (Robert Earley) (Beeville, Texas)	161
13	Texas House of Representatives (Robert Eckels) (Austin, Texas)	124
14	Texas House of Representatives (Orlando L. Garcia) (San Antonio, Texas)	125
15	Texas House of Representatives (John J. Gavin) (Austin, Texas)	126
16	Texas House of Representatives (Gerald Geistweidt) (Austin, Texas)	173
17	Texas House of Representatives (Ron D. Givens) (Lubbock, Texas)	127
18	Texas House of Representatives (Kent Grusendorf) (Arlington, Texas)	128
19	Texas House of Representatives (Lena Guerrero) (Austin, Texas)	129
20	Texas House of Representatives (Jack Harris) (Pearland, Texas)	130
21	Texas House of Representatives (Dudley Harrison) (Austin, Texas)	131
22	Texas House of Representatives (Jim Horn) (Lewisville, Texas)	132
23	Texas House of Representatives (Bob Hunter) (Austin, Texas)	164
24	Texas House of Representatives (Gibson Lewis) (Austin, Texas)	174
25	Texas House of Representatives (Ron Lewis) (Austin, Texas)	133
26	Texas House of Representatives (Jim McWilliams) (Austin, Texas)	134
27	Texas House of Representatives (Bob Melton) (Gatesville, Texas)	135
28	Texas House of Representatives (Mike Millsap) (Austin, Texas)	136
29	Texas House of Representatives (Alejandro Moreno, Jr.) (Edinburg, Texas)	137
30	Texas House of Representatives (Anna Mowery) (Fort Worth, Texas)	138
31	Texas House of Representatives (A.R. Ovard) (Austin, Texas)	139
32	Texas House of Representatives (Jim Parker) (Comanche, Texas)	140

Table 1 Continued, Page 4 of 18

Serial Number	Respondent	Document Number
Dyess AFB, Texas (continued)		
<u>State Agencies/Officials (continued)</u>		
33	Texas House of Representatives (L.P. Patterson) (Austin, Texas)	141
34	Texas House of Representatives (Glenn Repp) (Duncanville, Texas)	142
35	Texas House of Representatives (Jim D. Rudd) (Brownfield, Texas)	143
36	Texas House of Representatives (Sam W. Russell) (Austin, Texas)	144
37	Texas House of Representatives (Robert M. Saunders) (La Grange, Texas)	145
38	Texas House of Representatives (Alan Schoolcraft) (Universal City, Texas)	175
39	Texas House of Representatives (Curtis L. Seidlits, Jr.) (Big Springs, Texas)	146
40	Texas House of Representatives (Larry Don Shaw) (Austin, Texas)	147
41	Texas House of Representatives (Hugh D. Shine) (Austin, Texas)	148
42	Texas House of Representatives (Richard A. Smith) (Austin, Texas)	149
43	Texas House of Representatives (John Smithee) (Austin, Texas)	150
44	Texas House of Representatives (Monte Stewart) (Bedford, Texas)	151
45	Texas House of Representatives (Mark W. Stiles) (Austin, Texas)	152
46	Texas House of Representatives (Jim Tallas) (Sugar Land, Texas)	153
47	Texas House of Representatives (M.A. Taylor) (Waco, Texas)	154
48	Texas House of Representatives (Barry B. Telford) (Texarkana, Texas)	155
49	Texas House of Representatives (Keith Valigura) (Conroe, Texas)	156
50	Texas House of Representatives (Richard A. Waterfield) (Canadien, Texas)	157
51	Texas House of Representatives (Foster Whaley) (Pampa, Texas)	158
52	Texas House of Representatives (Steven D. Wolens) (Dallas, Texas)	159
53	Texas House of Representatives (Jerry Yost) (Austin, Texas)	160
54	Texas State Senate (Roy Blake) (Austin, Texas)	171
55	Texas State Senate (Chet Brooks) (Austin, Texas)	170
56	Texas State Senate (Kent A. Caperton) (Austin, Texas)	168
57	Texas State Senate (Chet Edwards) (Austin, Texas)	179
58	Texas State Senate (Bob Glasgow) (Fort Worth, Texas)	166
59	Texas State Senate (Don Henderson) (Houston, Texas)	163
60	Texas State Senate (Grant Jones) (Austin, Texas)	162
61	Texas State Senate (John N. Leedom) (Dallas, Texas)	181
62	Texas State Senate (Bob McFarland) (Austin, Texas)	178

Table 1 Continued, Page 5 of 18

Serial Number	Respondent	Document Number
Dyess AFB, Texas (continued)		
<u>State Agencies/Officials (continued)</u>		
63	Texas State Senate (Hugh Parmer) (Fort Worth, Texas)	167
64	Texas State Senate (Hector Uribe) (Austin, Texas)	169
65	Texas State Senate (Judith Zaffirini) (Austin, Texas)	180
<u>Local Agencies/Officials</u>		
1	Honorable Bobby Allen, Comanche County Judge (Comanche, Texas)	202
2	Honorable P.C. Carr, Mayor (Aspermont, Texas)	204
3	Honorable William F. Goetz, Mayor (Ballinger, Texas)	213
4	Honorable Garth Gregory, Kent County Judge (Kent, Texas)	192
5	Walter M. Hertel, City Administrator (Munday, Texas)	191
6,7	Honorable Terry Julian, Nolan County Judge (Sweetwater, Texas)	30, 190
8	Honorable Mack Kniffen, Callahan County Judge (Baird, Texas)	195
9	Honorable Robert Knott, Mayor (Tuscola, Texas)	216
10	Honorable Weldon Leonard, Mayor (Breckenridge, Texas)	217
11	Honorable Johnny Livingston, Mayor (Comanche, Texas)	203
12	Honorable Catarino Martinez, Mayor (Loraine, Texas)	207
13	Honorable Bert V. Massey II, Mayor (Brownwood, Texas)	214
14	Roy McCorkle, City Manager (Coleman, Texas)	211
15	Honorable Michael B. Murchison, Runnels County Judge (Ballinger, Texas)	196
16	Honorable David N. Perdue, Knox County Judge (Benjamin, Texas)	199
17	Honorable Gene Rodgers, Mayor (Anson, Texas)	198
18	Honorable David Rogers, Mayor (Ranger, Texas)	201
19,20	Honorable Marie Smith, Shackelford County Judge (Albany, Texas)	14, 205
21,22	Honorable J. Hugh Stempel, Mayor (Coleman, Texas)	212, 218
23	Honorable Roy Thorn, Jones County Judge (Jones County, Texas)	200
24	Honorable Miller Tuttle, Stephens County Judge (Breckenridge, Texas)	206
25	Honorable Joe Wheatley, Mayor (Cisco, Texas)	210
26	Honorable Ed Wolsch, Stonewall County Judge (Aspermont, Texas)	197
<u>Native American Groups</u>		
1	Fort Sill Apache Tribe (Mildred J. Cleghorn) (Apache, Oklahoma)	368

Table 1 Continued, Page 6 of 18

Serial Number	Respondent	Document Number
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Dyess AFB, Texas (continued)

Organizations

1	International Association of Lions Club (William King) Abilene, Texas	185
2	West Central Texas Municipal Water District (David Bell) (Abilene, Texas)	486

Individuals

1	T.C. Adams (Austin, Texas)	109
2	Bruce R. Condit (Abilene, Texas)	182
3	Beckie Cox (Abilene, Texas)	286
4	Mrs. A.W. Crawford (Lubbock, Texas)	479
5	Lara Lynn Creech (Abilene, Texas)	12
6	Dick Dickenson (Abilene, Texas)	189
7	Werner Harsch (Miles, Texas)	209
8,9	Jack S. Herndan (Abilene, Texas)	349, 465
10	Barbara Hurt (Blackwell, Texas)	208
11	Richmond E. Kissko, Jr. (Lubbock, Texas)	358
12	Samuel B. Matta (Abilene, Texas)	187
13	Garry Mauro (Austin, Texas)	186
14	Greg Melton (Haskell, Texas)	193
15	Lila Senter (Abilene, Texas)	23
16	Scott Senter (Abilene, Texas)	22
17	Murray Simmons (Roby, Texas)	194
18	Mary M. Vines (Lubbock, Texas)	345
19	William Westney (Lubbock, Texas)	484
20	Troy Williamson (Snyder, Texas)	215

Eaker AFB, Arkansas

Organizations

1	Northeast Arkansas Citizens Committee (James R. Deal) (Blytheville, Arkansas)	431
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Individuals

1	Jim Brown (Blytheville, Arkansas)	88
2	Hildred G. Bunch (Blytheville, Arkansas)	223
3	Dennis Clardy (Blytheville, Arkansas)	263
4	Robert Gilliam (Mountain View, Arkansas)	460
5	Douglas M. Mason (Springfield, Missouri)	409
6	Jenny Russell (Jonesboro, Arkansas)	416

Table 1 Continued, Page 7 of 18

Serial Number	Respondent	Document Number
Fairchild AFB, Washington		
<u>Local Agencies/Officials</u>		
1	Honorable Vicki S. McNeill, Mayor (Spokane, Washington)	439
2	Honorable Al Ogdon, Mayor (Cheney, Washington)	62
<u>Individuals</u>		
1	Larry Anderson (Spokane, Washington)	472
2	Keith Aubrey (Spokane, Washington)	104
3	Michael G. Blackburn (Spokane, Washington)	359
4	Russ Brown (Medical Lake, Washington)	47
5	David F. Carroll (Spokane, Washington)	364
6	Janice M. Doherty (Spokane, Washington)	476
7	Marilyn J. Geiger (Medical Lake, Washington)	269
8	David J. Hunt (Coeur d'Alene, Idaho)	477
9	Richard Juzix (Spokane, Washington)	45
10	Sue R. Krause (Spokane, Washington)	46
11	Judith Lacerti (Spokane, Washington)	236
12	Tom Lande (Spokane, Washington)	377
13	Al Mangan (Spokane, Washington)	482
14	Gene Sargeant (Spokane, Washington)	233
15	Helen M. Sargeant (Spokane, Washington)	412
16	Robert and Pearl Singer (Spokane, Washington)	224
17	Larry and Mary Stuckart (Spokane, Washington)	277
Grand Forks AFB, North Dakota		
<u>State Agencies/Officials</u>		
1	Honorable George A. Sinner, Governor (Bismarck, North Dakota)	424
2	North Dakota State Historical Society (James E. Sperry) (Bismarck, North Dakota)	480
<u>Local Agencies/Officials</u>		
1	Grand Forks County Board of Commissioners (James A. Earl) (Grand Forks, North Dakota)	96
2	Polk County Board of Commissioners (Earl Radi) (Crookston, Minnesota)	102
3	Honorable Raymond Trosen, Mayor (Larimore, North Dakota)	314

Table 1 Continued, Page 8 of 18

Serial Number	Respondent	Document Number
Grand Forks AFB, North Dakota, (continued)		
<u>Organizations</u>		
1	Associated General Contractors of North Dakota (Curtis L. Peterson) (Bismarck, North Dakota)	99
2	The Exchange Club of Grand Forks, North Dakota (George McKinley Bowman) (Grand Forks, North Dakota)	98
3	Grand Forks Chamber of Commerce (Frank W. Coe) (Grand Forks, North Dakota)	225
4	Grand Forks Chamber of Commerce (Marlan Helgeson) (Grand Forks, North Dakota)	282
5	Grand Forks Kiwanis Club (Floyd K. Christianson) (Grand Forks, North Dakota)	103
6	International Union of Operating Engineers (Arden Grundvig) (Grand Forks, North Dakota)	281
7	North Dakota State Building and Construction Trades Council (David A. Funston) (Bismarck, North Dakota)	100
<u>Individuals</u>		
1	James R. Antes (Grand Forks, North Dakota)	312
2	Scott Bichler (Grand Forks, North Dakota)	93
3	DaLonna Bjorge (Grand Forks, North Dakota)	370
4	Jon Bonzer (Grand Forks, North Dakota)	97
5	Gerald Breyer (Grand Forks, North Dakota)	448
6	David Britton (Grand Forks, North Dakota)	92
7	Emma Browning (Grand Forks, North Dakota)	348
8	Sandra Donaldson (Grand Forks, North Dakota)	280
9	Don Fischer (Grand Forks, North Dakota)	110
10	Richard E. Frank (Grand Forks, North Dakota)	319
11	Bob Gustafson (Grand Forks, North Dakota)	284
12	Al Hackenberg (Grand Forks, North Dakota)	101
13	Al Hermodson (Crookston, Minnesota)	337
14	Gaile Kady (Grand Forks, North Dakota)	261
15	Donald F. Larsen (Grand Forks, North Dakota)	380
16	Don Linderen (Grand Forks, North Dakota)	235
17	Edwina D. Luevanos (Grand Forks, North Dakota)	489
18	M.P. Luevanos (Grand Forks, North Dakota)	490
19	D.E. Mack (East Grand Forks, Minnesota)	320
20	Pat McFarren (Grand Forks, North Dakota)	408
21	Virginia Miller (Grand Forks, North Dakota)	311
22	Glenn Moen (Grand Forks, North Dakota)	441
23	Abraham Muscari (Grand Forks, North Dakota)	231

Table 1 Continued, Page 9 of 18

Serial Number	Respondent	Document Number
Grand Forks AFB, North Dakota (continued)		
<u>Individuals (continued)</u>		
24	Dagne Olsen (Manvel, North Dakota)	94
25	Gloria Porter (Grandin, North Dakota)	428
26	Bruce Rampelburg (Grand Forks, North Dakota)	227
27	Ronnie Diane Rosenberg (Crookston, Minnesota)	315
28	John R. Salter, Jr. (Grand Forks, North Dakota)	285
29	Don Schneider (East Grand Forks, Minnesota)	95
30	William A. Schwalm (Grand Forks, North Dakota)	344
31	Francis and Edith Sears (Petersburg, North Dakota)	425
32	Dan Sheridan (East Grand Forks, Minnesota)	105
33	Richard Sinner (Fargo, North Dakota)	250
34	Kristen Sorenson (Grand Forks, North Dakota)	313
35	Dr. Curtis W. Stofferahn (Grand Forks, North Dakota)	318
36	James D. Stolee (Grand Forks, North Dakota)	386
37	Curt Walen (Grand Forks, North Dakota)	283
38	Lonny B. Winrich (Grand Forks, North Dakota)	316
39	Martin Zeilig (Winnipeg, Canada)	317
Little Rock AFB, Arkansas		
<u>State Agencies/Officials</u>		
1	Arkansas Department of Finance & Administration (Joe Gillespie) (Little Rock, Arkansas)	272
2	Arkansas House of Representatives (Doug Woods) (North Little Rock, Arkansas)	219
3	Arkansas Soil and Water Conservation Commission (J. Randy Young) (Little Rock, Arkansas)	7
<u>Local Agencies/Officials</u>		
1	Lula M. Leonard, City Clerk-Treasurer (Jacksonville, Arkansas)	399
<u>Organizations</u>		
1	ACORN (Gloria Wilson) (Little Rock, Arkansas)	402
2	Arkansas for Peace (Jacksonville, Arkansas)	438
3	Jacksonville Commerce Corporation (Jerry Halsell) (Jacksonville, Arkansas)	397
4	League of Women Voters of Pulaski County (Little Rock, Arkansas)	450
5	League of Women Voters of Pulaski County (Ruth Bell) (Little Rock, Arkansas)	401

Table 1 Continued, Page 10 of 18

Serial Number	Respondent	Document Number
Little Rock AFB, Arkansas (continued)		
<u>Individuals</u>		
1	Sandy Baker (Sherwood, Arkansas)	60
2	John Agee Ball (Little Rock, Arkansas)	481
3	Lisa J. Bamburg (Jacksonville, Arkansas)	371
4	Vera Begeman (North Little Rock, Arkansas)	61
5	T.R. Bond (Jacksonville, Arkansas)	383
6	B. J. Borough (Jacksonville, Arkansas)	76
7	Art Brannen (Little Rock, Arkansas)	403
8	Kathy Carkbride (Tahlequah, Oklahoma)	457
9	Mary Carpenter (Jacksonville, Arkansas)	309
10	Steve Coop (Jacksonville, Arkansas)	27
11	Wainwright Copass, Jr. (Little Rock, Arkansas)	456
12	Dale Dabbs (Jacksonville, Arkansas)	336
13	James C. Davis (Jacksonville, Arkansas)	293
14	Ralph Desmarais (Little Rock, Arkansas)	87
15	Conrad F. DeVeau (Little Rock, Arkansas)	50
16	Lawrence Dupree (Jacksonville, Arkansas)	289
17	Shannon Dupree (Jacksonville, Arkansas)	288
18	Thomas W. Dupree (Jacksonville, Arkansas)	327
19	Eugene M. Farrell III (Little Rock, Arkansas)	398
20	Joel L. Faulkner (Jacksonville, Arkansas)	290
21	Gerry Getty (Little Rock, Arkansas)	89
22	Wayne Govar (North Little Rock, Arkansas)	226
23	Jim Green (Jacksonville, Arkansas)	343
24	Diana Gunlock (Jacksonville, Arkansas)	35
25	Bill Gwatney (Jacksonville, Arkansas)	396
26	Robert Haney (Jacksonville, Arkansas)	466
27	Alton Hardy (Sherwood, Arkansas)	59
28	Hans Heaney (Morrilton, Arkansas)	463
29	Trusten Holder (Little Rock, Arkansas)	400
30	Helda Hyme (Jacksonville, Arkansas)	329
31	Violet Jaynes (Jacksonville, Arkansas)	295
32	John A. Jones (Jacksonville, Arkansas)	342
33	Kathern Kappus - Beattie (Leslie, Arkansas)	454
34	Emma Knight (Jacksonville, Arkansas)	382
35	Harold Kohnest (Jacksonville, Arkansas)	300
36	Madeleine Korfmacher (Jacksonville, Arkansas)	394
37	Walter Korfmacher (Jacksonville, Arkansas)	395
38	Edith Lake (Jerusalem, Arkansas)	459
39	Kenneth Lake (Jerusalem, Arkansas)	458
40	John O. Lewis (Cabot, Arkansas)	478
41	Catherine Markey (Little Rock, Arkansas)	232
42	Mark McAlister (Jacksonville, Arkansas)	303

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Serial Number	Respondent	Document Number
Little Rock AFB, Arkansas (continued)		
<u>Individuals (continued)</u>		
43	Bob McCrary (Jacksonville, Arkansas)	328
44	Maggie Nehitten (North Little Rock, Arkansas)	52
45	Dana Daniels Nixon (Jacksonville, Arkansas)	363
46,47	James Prentess (Memphis, Tennessee)	369,464
48	Ken Proctor (Jacksonville, Arkansas)	304
49	Barbara Rifkin (Jerusalem, Arkansas)	461
50	Roland H. Roy (Jacksonville, Arkansas)	346
51	Carl S. Runyon (Jacksonville, Arkansas)	299
52	Hilbert Dal Santo (Jacksonville, Arkansas)	334
53	Sue Sharp (Jerusalem, Arkansas)	455
54	George Shaw (Sherwood, Arkansas)	51
55	John and Sue Simmons (Jacksonville, Arkansas)	350
56	Joe and Kim Stacey (Jacksonville, Arkansas)	291
57	David Swanson (Jacksonville, Arkansas)	338
58	Thomas Tackett (Jacksonville, Arkansas)	326
59	Patricia Taylor (Jacksonville, Arkansas)	297
60	Gordon and Clara Tubbs (Jacksonville, Arkansas)	468
61	Sid Vicious (Jacksonville, Arkansas)	29
62	Dan Von Bose (Tecumseh, Missouri)	462
63	Jeanette Warren (North Little Rock, Arkansas)	58
64	Kenneth N. Wilson (Jacksonville, Arkansas)	28
65	Larry Wilson (Jacksonville, Arkansas)	332
66	Molyle G. Zumwalt (Jacksonville, Arkansas)	341
Malmstrom AFB, Montana		
<u>Federal Agencies/Officials</u>		
1	Honorable John Melcher, U.S. Senate (Washington, DC)	355
<u>State Agencies/Officials</u>		
1	Montana State Historic Preservation Office (Mark F. Baumler) (Helena, Montana)	18

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Malmstrom AFB, Montana (continued)		
<u>Individuals</u>		
1	Roy H. Ball (Great Falls, Montana)	258
2	Sue Dickenson (Great Falls, Montana)	420
3	Gretchen Grayum (Helena, Montana)	447
4	Allan Hahn (Great Falls, Montana)	294
5	Charles M. Heber (Great Falls, Montana)	296
6	Zarina Jackson (Great Falls, Montana)	471
7	Ray Jergeson (Great Falls, Montana)	270
8	Ira M. Kaufman, Jr. (Great Falls, Montana)	292
9	Donald R. Marble (Chester, Montana)	496
10	Cheryl M. Reichert (Great Falls, Montana)	495
11	Arlo Skari (Chester, Montana)	379
12	Paul Stephens (Great Falls, Montana)	234
13	Joan Stockton (Grass Range, Montana)	107
Minot AFB, North Dakota		
<u>State Agencies/Officials</u>		
1	North Dakota State Senate (Jim Maxson) (Minot, North Dakota)	354
<u>Local Agencies/Officials</u>		
1	Honorable Tony Alef, Mayor (Glenburn, North Dakota)	240
2	Honorable George Christensen, Mayor (Minot, North Dakota)	353
3	Honorable Gary A. Holum, Ward County Judge (Minot, North Dakota)	374
4	Minot Park District (Robert Petry) (Minot, North Dakota)	376
5	Ward County Sheriff's Department (Arthur T. Anderson) (Minot, North Dakota)	244
<u>Organizations</u>		
1	Air Force Association (Michael Fedorchak) (Minot, North Dakota)	253
2	Allen Realty Company (Earl Allen) (Minot, North Dakota)	411
3	Associated General Contractors of North Dakota (Curtis L. Peterson) (Bismarck, North Dakota)	254
4	Brady, Martz and Associates (Gary Hovdestad) (Minot, North Dakota)	324
5	Building and Construction Trades Council (Dick Bergstad) (Minot, North Dakota)	256
6	Knowles Jewelry (Bruce Peterson) (Minot, North Dakota)	362

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<u>Organizations (continued)</u>		
7,8	Lutheran Campus Ministry, Minot State University (Neal Ruedisili) (Minot, North Dakota)	391, 392
9	Mackley Construction Co., Inc. (Fred Abelseth) (Minot, North Dakota)	238
10	Minot Area Chamber of Commerce (Art Ekblad) (Minot, North Dakota)	257
11	Minot Area Development Corporation (Gary Wickre) (Minot, North Dakota)	252
12	Minot Association of Builders (Ronald Huber) (Minot, North Dakota)	243
13	Minot Association of Builders (Brenda Mattson) (Minot, North Dakota)	242
14	Minot Chamber of Commerce (James M. Crawford) (Minot, North Dakota)	239
15	Minot Jaycees (Daniel Christen) (Minot, North Dakota)	493
16	North Dakota State Building and Construction Trades Council (David A. Funston) (Bismarck, North Dakota)	255
17	Signal Management (Bruce Christianson) (Minot, North Dakota)	442
18	Souris River Telephone (Lowell D. Swart) (Minot, North Dakota)	381
<u>Individuals</u>		
1	Earl Beck (Minot, North Dakota)	325
2	Ruby G. Crites (Minot, North Dakota)	307
3	Gordon Dubovoy (Max, North Dakota)	451
4	Chuck Duke (Minot, North Dakota)	267
5	Daniel Feist (Minot, North Dakota)	237
6	Al Hermodson (Crookston, Minnesota)	333
7	Charles A. Hoffman (Minot, North Dakota)	306
8	Lloyd Huesers (Minot, North Dakota)	245
9	Dorothy Klungtvedt (Minot, North Dakota)	275
10	Karen Krebsbach (Minot, North Dakota)	249
11	Michelle Lange (Devil's Lake, North Dakota)	335
12	Anne Lian (Minot, North Dakota)	469
13	Christine Olson (Minot, North Dakota)	266
14	Nancy Rakness (Minot, North Dakota)	248
15	Kenneth K. Robertson (Minot, North Dakota)	246
16	Anne Ruedisili (Minot, North Dakota)	393
17	Lorraine Smith (Minot, North Dakota)	247

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Serial Number	Respondent	Document Number
Minot AFB, North Dakota (continued)		
<u>Individuals (continued)</u>		
18	John D. Stewart (Minot, North Dakota)	375
19	Steve Sydness (Minot, North Dakota)	241
20	Larry Thompson (Minot, North Dakota)	251
Whiteman AFB, Missouri		
<u>State Agencies/Officials</u>		
1	Missouri Office of Administration (Lois Pohl) (Jefferson City, Missouri)	321
<u>Local Agencies/Officials</u>		
1	Honorable Edwin J. Denman, Mayor (Clinton, Missouri)	66
2	Honorable Larry G. Foster, Mayor (Sedalia, Missouri)	20
3	Honorable Woodrow Kurth, Mayor (Concordia, Missouri)	55
4	Honorable Ben J. Mangina, Mayor (Windsor Missouri)	71
5	Johnson County Commission (Ray Maring) (Warrensburg, Missouri)	70
<u>Organizations</u>		
1	Action Realty Company (Elvin Maloney) (Warrensburg, Missouri)	78
2	American Friends Service Committee (Gail Smith) (Kansas City, Missouri)	67
3	Citizens Bank (Lynn A. Harmon) (Warrensburg, Missouri)	53
4	Eberting Chiropractic Center (Arthur Eberting) (Clinton, Missouri)	73
5	Henry County Economic Development Council (Lyle Cummings) (Clinton, Missouri)	64
6	Key Realty, Inc. (Vance A. DeLozier) (Warrensburg, Missouri)	274
7	Mid-Missouri Nuclear Weapons Freeze Campaign (Mark Haim) (Columbia, Missouri)	264
8	Sedalia Area Chamber of Commerce (Steven J. Dust) (Sedalia, Missouri)	387
9	Sisters of Charity of Leavenworth (Frances Russell) (Leavenworth, Kansas)	407
10	Truman Area Audit Bureau (Robert J. Wilkins II) (Clinton, Missouri)	74
11	Whiteman Area Steering Council (Delores Hudson) (Warrensburg, Missouri)	86

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Serial Number	Respondent	Document Number
Whiteman AFB, Missouri (continued)		
<u>Organizations (continued)</u>		
12	Whiteman Committer (Jerry E. Brown) (Warrensburg, Missouri)	72
13	Windsor Chamber of Commerce (Mark Moser) (Windsor, Missouri)	19
<u>Individuals</u>		
1	Raymond Bass, Sr. (Knob Noster, Missouri)	268
2	Ervin C. Beard (Knob Noster, Missouri)	81
3	Mary E. Beckman (Columbia, Missouri)	91
4	Grant Brooks (Kansas City, Missouri)	69
5	Jerry E. Brown (Warrensburg, Missouri)	413
6	Helen Burnham (Columbia, Missouri)	494
7	Judy Carman (Warrensburg, Missouri)	385
8	Mark Carr (Kansas City, Missouri)	404
9	Helena Chudomelka (Aurora, Missouri)	40
10	Jim Coleman (Lohman, Missouri)	491
11	Garrett R. Crouch (Warrensburg, Missouri)	41
12	Garrett R. Crouch II (Warrensburg, Missouri)	42
13	Janice M. Dover (Kansas City, Missouri)	54
14	Marti Gilbert (Springfield, Missouri)	351
15	Margaret Hilermicec (Kansas City, Missouri)	49
16	Randall Howes (Kansas City, Missouri)	440
17	Mary Christine Huber (Columbia, Missouri)	470
18	Betty Hutson (Warrensburg, Missouri)	331
19	James T. Jones (Strafford, Missouri)	39
20	John Melvin Klotz (Kansas City, Missouri)	57
21	Robert A. Landewe (Warrensburg, Missouri)	222
22	Martin Levit (Kansas City, Missouri)	48
23	Gregg Lombardi (Kansas City, Missouri)	287
24	Catherine Hodge McCoid (Warrensburg, Missouri)	38
25,26	Betty McElwee (Warrensburg, Missouri)	220, 302
27	Judson R. McElwee (Warrensburg, Missouri)	80
28	Mr. and Mrs. William McGonigle (Kansas City, Missouri)	43
29	Nora McMullen (Jefferson City, Missouri)	68
30	Phillip J. McNally (Springfield, Missouri)	65
31,32	Patricia Nelson (Kansas City, Missouri)	298, 310
33	Diana Nomad (Columbia, Missouri)	449
34	Karen A. Prins (Columbia, Missouri)	92
35	Patty Purves (Columbia, Missouri)	85
36	Claude Schiratti (Kansas City, Missouri)	63
37	Harold Smith (Henry County, Missouri)	44
38	Henry M. Stoeve (Kansas City, Missouri)	378

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Serial Number	Respondent	Document Number
Whiteman AFB, Missouri (continued)		
<u>Individuals (continued)</u>		
39	Dotte Troxell (Lexington, Missouri)	273
40	Jerry Winsor (Warrensburg, Missouri)	221
Wurtsmith AFB, Michigan		
<u>Federal Agencies/Officials</u>		
1	U.S. Forest Service (Jerry McCormick) (East Tawas, Michigan)	497
<u>State Agencies/Officials</u>		
1	Michigan Bureau of History (Martha Bigelow) (Lansing, Michigan)	2
<u>Local Agencies/Officials</u>		
1	James Balten, Iosco County Administrator (Tawas City, Michigan)	25
2	Charter Township of Oscoda (Robert Foster) (Oscoda, Michigan)	115
3	Honorable James Lansky, Mayor (Tawas City, Michigan)	114
<u>Organizations</u>		
1	Covenant for Peace (C. Peter Dougherty) (East Lansing, Michigan)	271
2	First of America Bank - Oscoda (Ralph Ferber) (Oscoda, Michigan)	112
3	Home for Peace and Justice (Barbara Jackson) (Birch Run, Michigan)	322
4	Oscoda-AuSable Chamber of Commerce (Oscoda, Michigan)	406
5	Oscoda-AuSable Chamber of Commerce (Bruce Myles) (Oscoda, Michigan)	405
6	Oscoda Baptist Church (A. Royce Wolden) (Oscoda, Michigan)	352
7	Physicians for Social Responsibility (Lawrence M. Probes) (Grand Rapids, Michigan)	5
8	Women's Action for Nuclear Disarmament (Kathleen Mooney) (Southfield, Michigan)	276

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Serial Number	Respondent	Document Number
Wurtsmith AFB, Michigan (continued)		
<u>Individuals</u>		
1	James R. Anderson (East Lansing, Michigan)	120
2	Eugene Barrette (Millersburg, Michigan)	77
3	Shirley Berkrow (Bay City, Michigan)	10
4	Vicki Brown (East Lansing, Michigan)	21
5	Theresa Burkey (Saginaw, Michigan)	113
6	Patsy Coffman (St. Johns, Michigan)	3
7	Ron and Sigrid Dale (Michigan)	13
8	Gayle Faba (Grand Haven, Michigan)	4
9	Carol Gilbert (Saginaw, Michigan)	34
10	Rita Goedken (Palms, Michigan)	305
11	Willard B. Hunter (Midland, Michigan)	119
12	Jeff Lange (Saginaw, Michigan)	467
13	Doug Lent (Lent, Michigan)	259
14	Joan McCoy (Saginaw, Michigan)	33
15	Terry R. Miller (Bay City, Michigan)	111
16	Doug Mowery (Bay City, Michigan)	26
17	Robert Pilaichi (Saginaw, Michigan)	75
18	Edward Piotrowski (Standish, Michigan)	31
19	George and JoAnn Prescott (Michigan)	372
20	Jean S. Prokopow (Bloomfield, Michigan)	56
21	Leona Riebling (Northville, Michigan)	474
22	Rosalie Riegle (Saginaw, Michigan)	117
23	Robert L. Schust (Greenbush, Michigan)	361
24	Mary Sinclair (Midland, Michigan)	84
25,26	Richard E. Skochdopole (Midland, Michigan)	32,116
27	Glenna L. Snider (Midland, Michigan)	118
28	Bernard Sorensen (Harrisville, Michigan)	106
29	Dorothy B. Suttles (Birmingham, Michigan)	279
30	Arlene Victor (Birmingham, Michigan)	265
31	A. Vernon Williams (Traverse City, Michigan)	90
32	Dorothy L. Yates (Midland, Michigan)	11
Other		
<u>Federal Agencies/Officials</u>		
1,2	U.S. Department of Health and Human Services (David Clapp) (Atlanta, Georgia)	262, 487

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Serial Number	Respondent	Document Number
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<u>Organizations</u>		
1	Franciscan Friars Province of Saint Barbara (Joe Chinnici) (Oakland, California)	365
2	Physicians for Social Responsibility (Christine Cassel) (Washington, DC)	366
3	Professional's Coalition for Nuclear Arms Control, Inc. (Robert K. Musil) (Washington, DC)	437
4	Rural Coalition (Jeff Tracy) (Washington, DC)	483
5	SANE/FREEZE (Duane Shank) (Washington, DC)	390
6	Union of Concerned Scientists (Robert Zirkle) (Washington, DC)	414
<u>Individuals</u>		
1	Julia Bozar (Berkeley, California)	360
2	Carol A. Day (Mapleton, Utah)	230
3	Randal J. Divinski (Syracuse, New York)	473
4	Mary Ann Flese (La Grande, Oregon)	432
5	Lisa Hubbell (Oakland, California)	356
6	Ellen Tamm Sweeney (Brookline, Massachusetts)	339
7	Joe Tempel (Denver, Colorado)	446
8	Lauren Unger (Berkeley, California)	357
9	Stephen Wheeler (Berkeley, California)	367
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<u>Federal Agencies/Officials</u>		
1	U.S. Department of Interior (Bruce Blanchard) (Washington, DC)	516
2	U.S. Environmental Protection Agency (Richard E. Sanderson) (Washington, DC)	513
<u>State Agencies/Officials</u>		
1	Honorable Ted Schwinden, Governor (Helena, Montana)	512
2	Honorable George A. Sinner, Governor (Bismarck, North Dakota)	518
3,4	Texas Office of the Governor (T.C. Adams) (Austin, Texas)	514, 519
5	Washington Department of Ecology (M.F. Palko) (Olympia, Washington)	511
<u>Individuals</u>		
1	D. L. Blank (Whitefish, Montana)	521
2	Sandra and Fred Garcia (Marshall, Arkansas)	520
3	Victor Skorapa, Jr. (Gardiner, Maine)	515
4	Peter J. Stauffacher (Kansas City, Missouri)	517

Table 2

**Speakers at Public Hearings for Peacekeeper Rail Garrison Program
Draft Environmental Impact Statement**

**F.E. Warren AFB, Cheyenne, Wyoming
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Aldrich, Alvin	(p113)	Lappe, Eileen	(p102)
Aldrich, Annette	(p99)	Lindsey, Tom	(p53)
Applegate, Jim	(p82)	Martin, Carl	(p71)
Atchison, Phyllis	(p61)	Meeker, E.L.	(p78)
Atwell, Larry	(p93)	Miller, Darryl	(p73)
Baggs, Fred	(p109)	Mitchell, Robert	(p59)
Breitweiser, Sharon	(p56)	Moore, Richard	(p74)
Brown, Bruce	(p55)	Oberg, Brad	(p64)
Clay, John	(p106)	Olson, Brian	(p66)
Cohen, Haskell	(p86)	Raford, Anne	(p107)
Cook, Peter	(p111)	Scott, Robert	(p69)
Edwards, Ala.	(p44)	Schlacter, Fred	(p87)
Erickson, Don	(p42)	Spiegel, Sidney	(p90)
Hehn, Rosella	(p64)	Starr, Eileen	(p96)
Hines, Thomas	(p53)	Warsaw, Ed	(p51)
Holcomb, Peter	(p84)	Warsaw, Sylvia	(p62)
Illoway, Pete	(p115)	Whitehead, Janet	(p48)
Kirkbride, Linda	(p80)		

**Barksdale AFB, Bossier City, Louisiana
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Arceneaux, Thomas "Tom"	(p47)	Jones, Don	(p35)
Barberousse, Christine	(p89)	Justice, Claire	(p86)
Bennett, Wanda	(p75)	Larkin, Timothy	(p57)
Bourland, Tom	(p84)	McCaffrey, Margaret	(p78)
Bruce, James	(p59)	McElroy, Tim	(p91)
Brun, Roy	(p46)	Neale, Tom	(p61)
Burchett, Dewey	(p90)	Oldag, Eileen	(p67)
Burford, Bob	(p50)	Prestridge, Roger M.	(p56)
Carpenter, Ed	(p59)	Roberts, Deborah	(p81)
Cassagno, Francois.	(p87)	Roberts, Mark	(p60)
Clayton, Murray	(p72)	Scott, Leroy	(p85)
Crompton, Tom	(p51)	Sibley, Dale	(p44)
Dolphin, LaVerne	(p88)	Taylor, Robert	(p60)
Fayard, Ron	(p53)	Waggoner, Joe D.	(p40)
Homza, Ginny	(p42)	Wojecki, C.A.	(p48)
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**Dyess AFB, Abilene, Texas
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Aneff, James	(p110)	Bolls, Downing	(p48)
Barr, Grady	(p87)	Burnam, Lon	(p118)
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Canon, Joe	(p127)	Law, Violet	(p57)
Cheves, Brad	(p71)	McClaraty, Tim	(p77)
Conner, John E.	(p85)	Matta, Samuel	(p52)
Dickson, Temple	(p44)	Morton, Walter P., Jr.	(p133)
Dressen, Russell	(p132)	Nixon, Harold	(p61)
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Flanders, Hal	(p79)	Senter, Scott	(p103)
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Hurst, Boyd	(p134)	Weeks, David	(p96)
Johnson, Lance E.	(p109)	Wells, Keith	(p98)
Jungmeyer, Paul	(p74)	Wheat, Walter	(p62)
Karrenbrock, Karl	(p105)	Wright, Bill	(p112)
King, Dale	(p63)		

Eaker AFB, Blytheville, Arkansas
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Akin, Bill	(p64)	Huffman, Bo	(p75)
Bell, Steve	(p45)	Inman, Bill	(p58)
Bohannon, Jerry	(p62)	Ledbetter, Carl	(p42)
Brown, LaJean	(p77)	Maddox, Lew	(p44)
Darnell, Phil	(p67)	Mason, Douglas	(p78)
Deal, James	(p70)	Middlebrook, Lonnie	(p48)
Gabrielson, Terry	(p60)	Neely, Dewey	(p69)
Gibson, Mike	(p50)	Prewitt, Dick	(p48)
Glidewell, Carol	(p77)	Sudbury, Harold	(p73)
Greene, Shirley	(p55)	Sullins, John	(p53)
Gude, Joe	(p39)	Wagner, Wayne	(p43)
Gurley, Joe	(p41)	Williams, Joyce	(p40)
Hammett, Willy	(p47)	Wilson, Michael	(p49)
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Fairchild AFB, Medical Lake, Washington
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Aubrey, Keith	(p62)	Carroll, David	(p108)
Barber, William	(p61)	Cofer, Randy	(p97)
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Fairchild AFB, Medical Lake, Washington
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Donahoe, Kathleen	(p95)	Moran, W.P.	(p104)
Fleser, Mary Ann	(p90)	Mueller, Marilynne	(p92)
Gaylord, Lauren	(p49)	Niggemeyer, Bill	(p71)
Gaylord, Randall	(p68)	Nothdurff, Donald	(p106)
Greene, William	(p51)	Ramsey, George	(p40)
Haggin, Lindell	(p55)	Ray, Douglas	(p59)
Haggin, Margaret	(p56)	Reinbold, James	(p101)
Hines, Jerry	(p67)	Reitemeier, George	(p48)
Jaroneski, Matthew	(p64)	Riegel, Dorothy	(p88)
Juzix, Richard	(p50)	Singer, Mary	(p76)
Kavanagh, John	(p66)	Stacey, Frances	(p44)
Kerwin, Peter	(p103)	Thomas, Jim	(p41)
Mangan, Al	(p86)	Vose, John	(p99)
Moos, Marion	(p53)	Wilsey, David	(p79)
		Wilson, Bonard	(p81)

Grand Forks AFB, Grand Forks, North Dakota
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Armstrong, Jeff	(p74)	Madsen, Cheryl	(p79)
Beach, David	(p40)	Miller, Virginia	(p94)
Browning, Mark	(p76)	Moulds, Ken	(p36)
Bordenkircher, Carole	(p60)	Olson, Marc	(p65)
Bushfield, Bob	(p53)	O'Neil, Tom	(p84)
Butler, Matthew	(p80)	Pearson, Wade	(p66)
Christensen, Richard	(p37)	Peterson, Margaret	(p77)
Clayburgh, Rich	(p89)	Phillips, Mike	(p57)
Coe, Frank	(p38)	Phillips, Victoria	(p49)
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Earl, James	(p35)	Richter, James	(p34)
Finney, Maury	(p102)	Rolczynski, John	(p68)
Finney, Steve	(p45)	Rosenberg, Ronnie	(p82)
Frank, Richard	(p77)	Scott, Walter	(p58)
Froemcie, Mark	(p89)	Shaft, Grant	(p33)
Gjovig, Bruce	(p56)	Shawham, Pat	(p49)
Hagness, Tom	(p42)	Sinner, Richard	(p67)
Hall, Mark	(p62)	Spicer, Bill	(p55)
Hermanson, Al	(p92)	Stofferahn, Curtis	(p70)
Holmberg, Ray	(p31)	Stradley, Scott	(p43)
Hudak, Kathleen	(p96)	Trosen, Ray	(p36)
Jardine, Kevin	(p99)	West, Dale	(p48)
Kuchera, Tom	(p33)	Winrich, Lonny	(p50)
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Linfoot, C.L. "Bud"	(p65)	Zeilig, Martin	(p60)

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Ball, John	(p51)	Knight, Emma	(p85)
Bass, Eliz	(p35)	Kohut, Nick	(p24)
Belden, Ted	(p14)	Leonard, Lula	(p13)
Bell, Ruth	(p65)	Markey, Catherine	(p79)
Bland, Bob	(p82)	Meddress, James	(p26)
Brannen, Art	(p59)	Meyers, Dub	(p44)
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De Veau, Elizabeth	(p58)	Mourot, Jon	(p28)
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Desmarais, Ralph	(p62)	Norton, Wendel	(p68)
Farrell, Gene	(p15)	Quinn, Roberta	(p84)
Fletcher, Gary	(p86)	Smith, Marshall	(p12)
Getty, Gerry	(p77)	Stead, William	(p21)
Golgan, Sharon	(p72)	Stewart, Jo	(p70)
Gwatney, Bill	(p41)	Swaim, Tommy	(p9)
Halsell, Jerry	(p27)	Williams, Jeannie	(p89)
Holder, Trusten	(p64)	Wilson, Mike	(p8)
Johnson, Ray	(p41)	Wood, Doug	(p5)
Kappus-Beattie, Kathryn	(p37)	Zornek, Susan	(p32)

Malmstrom AFB, Great Falls, Montana
(Document 507)

Aiken, Ardith	(p36)	Larson, Edward	(p52)
Baiz, Claire	(p75)	Lowthian, Harvey	(p74)
Boland, Tom	(p64)	Matheson, Gordon	(p59)
Canon, Roscoe	(p83)	Matteucci, Ed	(p58)
Crough, Will	(p85)	Maybanks, Sheila	(p62)
Cummings, Jim	(p57)	Novak, Mauri	(p97)
Dickoff, Art	(p87)	Parker, Bill	(p78)
Gasvoda, Richard	(p36)	Phillips, John	(p34)
Hahn, Allan	(p69)	Reichert, Arlyne	(p81)
Hobbs, Alan	(p94)	Ryan, Tim	(p46)
Humphrey, James, Jr.	(p87)	Stephens, Paul	(p47)
Humphrey, Lucretia	(p92)	Whirry, Gordon	(p55)
Jergeson, Ray	(p53)	Williamson, Doug	(p40)
Larson, Doug	(p37)	Young, Roger	(P102)

Minot AFB, Minot, North Dakota
(Document 508)

Aas, Lynn	(p49)	Christensen, George	(p39)
Allen, Earl	(p99)	Chumas, Effie	(p44)
Bakke, Steve	(p73)	Dienst, Brad	(p60)
Ballman, Everett	(p63)	Ekblad, Art	(p62)
Breding, Bill	(p73)	Fedorchak, Mike	(p103)
Brevik, Charles	(p102)	Frey, Larry	(p57)

Table 2 Continued, Page 5 of 6

Minot AFB, Minot, North Dakota
(Document 508)
(continued)

Greenup, Wayne	(p84)	Redland, Roland	(p41)
Hermodson, Al	(p105)	Robinson, Albert	(p73)
Hoffman, Charles	(p89)	Rosenberg, Ronnie	(p77)
Koland, David	(p51)	Ruedisili, Neal	(p96)
Kramlich, Gary	(p93)	Schoenwald, Larry	(p55)
Kuhn, Ed	(p85)	Semrau, Marvin	(p93)
Lange, Larry	(p70)	Sydness, Steve	(p52)
Mallberg, Leon	(p110)	Tollefson, Ben	(p46)
Mattson, Brenda	(p75)	Waind, David	(p87)
Morrison, Ethel Mae	(p91)	Wickre, Gary	(p58)
Pence, John	(p87)	Wilson, Herbert	(p82)
Peterson, James	(p48)		

Whiteman AFB, Warrenburg, Missouri
(Document 509)

Ash, Richard	(p102)	Kurth, Woodrow	(p47)
Bachand, Marc	(p87)	Landewe, Robert	(p73)
Bogue, Laura	(p77)	Lombardi, Gregg	(p62)
Brame, William	(p50)	Mangina, Ben	(p44)
Brown, Jerry	(p127)	Marble, Robert	(p92)
Burnham, Helen	(p88)	Maring, Ray	(p48)
Chudomelka, Helen	(p99)	Massey, Kimberly	(p85)
Coffman, Amy	(p75)	McNally, Phillip	(p57)
Crouch, Lorraine	(p56)	Myers, Eva	(p60)
Denman, Edwin	(p41)	Pearce, David	(p109)
DuCharme, Charles	(p96)	Prins, Karen	(p82)
Fitzpatrick, Thomas	(p69)	Purves, Patty	(p124)
Gammeter, Daniel	(p89)	Renkaski, Ron	(p90)
Ginsburg, Anna	(p114)	Russell, Frances	(p103)
Haim, Mark	(p105)	Schulte, Luanne	(p122)
Harmon, Lynn	(p75)	Stack, Jeff	(p116)
James, Robert	(p119)	Thomas, Kathy	(p97)
Jones, James	(p95)	Wax, Jack	(p100)
King, Thomas	(p50)	Wilbur, Eric	(p54)
Klotz, John	(p68)	Wittstruck, Scott	(p66)
Krider, LeRoy	(p51)	Wolff, Mike	(p61)
		Young, Christi	(p112)

Wurtsmith AFB, Oscoda, Michigan
(Document 510)

Anderson, James	(p53)	Gothson, Henrick	(p74)
Chatel, Thomas	(p37)	Hammis, Keith	(p45)
Ferber, Ralph	(p53)	Hartzler, Lois	(p92)
Foster, Robert K.	(p36)	Hunter, Willard	(p83)

Table 2 Continued, Page 6 of 6

Wurtsmith AFB, Oscoda, Michigan			
(Document 510)			
(continued)			
Jackson, Barbara	(p49)	Riebling, Leona	(p61)
Jackson, David	(p41)	Rose, Larry	(p32)
Jansson, Eva	(p72)	Shireman, Jan	(p45)
Lenhart, Harold Blondin	(p100)	Skochdopole, Richard	(p80)
McCoy, Joan	(p88)	Smith, Susan	(p50)
McGarvey, Metta	(p76)	Snider, Glenna	(p95)
Miller, Terry	(p57)	Snider, Robert	(p39)
Mowery, Doug	(p70)	Titus, Keith	(p47)
Myles, Bruce	(p64)	Troester, Rosalie	(p94)
Ridgeway, Peg	(p65)		

Table 3
Summary of Public Comments Received by Location

Location	Number of Documents¹	Number of Comments
F.E. Warren AFB	39	420
Barksdale AFB	14	111
Dyess AFB	117	198
Eaker AFB	8	44
Fairchild AFB	21	206
Grand Forks AFB	53	156
Little Rock AFB	77	338
Malmstrom AFB	18	152
Minot AFB	45	132
Whiteman AFB	61	386
Wurtsmith AFB	46	312
Other	<u>20</u>	<u>215</u>
TOTAL:	519	2,670

Note: ¹Includes transcripts for 11 public hearings.

Table 4
Summary of Public Comments by Issue Category and Location

Issue Category	F.R. Warren	Barkdale	Dyeas	Eaker	Fairchild	Grand Forks	Little Rock	Malmstrom	Minot	Whiteman	Wurtamith	Other	Total Comments
1. Air Force Policy	73	44	154	27	53	90	100	42	66	119	69	30	867
2. Systems Requirements	66	18	7	2	14	8	61	28	7	66	72	55	404
3. Safety	49	11	10	3	34	4	55	17	2	77	46	33	341
4. EIAP Progress	80	5	6	4	44	30	35	33	21	69	48	23	398
5. Employment/Income	15	5	2	--	15	8	27	10	7	16	14	13	132
6. Population/Demographics	4	1	--	--	--	1	1	1	1	1	1	--	11
7. Housing	7	--	--	--	2	--	1	1	2	1	3	1	18
8. Education	11	--	--	--	--	--	2	3	1	--	--	--	17
9. Public Services	10	2	1	--	1	2	5	2	1	1	4	2	31
10. Public Finance	15	--	--	--	--	2	3	2	1	3	--	1	27
11. Utilities	5	--	3	--	1	1	5	2	5	1	2	4	29
12. Transportation	17	2	--	--	3	4	2	3	--	1	2	2	36
13. Land Use	17	--	--	--	1	--	2	2	3	1	6	6	38
14. Cultural Resources	5	2	3	4	2	3	3	1	4	2	1	1	31
15. Biological Resources	13	16	5	--	14	--	5	--	3	6	14	17	93
16. Water Resources	11	1	7	--	12	--	11	--	7	1	13	11	74
17. Geology and Soils	2	--	--	3	1	1	6	2	--	1	2	3	21
18. Air Quality	5	--	--	--	--	--	1	--	--	--	--	3	9
19. Noise	5	--	--	--	1	--	--	--	--	1	--	2	9
20. General Comments	10	4	--	1	8	2	13	3	1	19	15	8	84
TOTAL:	420	111	198	44	206	156	338	152	132	386	312	215	2,870

1.2 Comments and Responses

Section 1.2.1 consists of the issues and responses for the 497 written documents received on or before the 31 August 1988 public comment deadline. Section 1.2.2 consists of issues and responses for the 11 public hearing transcripts. To reduce the size of this document, if a response was used for more than one comment, the later responses were referred back to the first time a given response was used.

The majority of issues were paraphrased by the preparers of this document. For the complete verbatim comment, reproductions of the original written documents and public hearing transcripts are provided in Sections 2 and 3 respectively.

For many comments, particularly those where the commentor makes a general statement and no specific response is warranted, the response is listed as "Noted." "Noted" is used to denote that the comment was recognized, but that the Air Force does not necessarily agree or disagree with the statement made.

1.2.1 Written Comments

Doc No.	Comment No.
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- | | |
|----------|---|
| 1 | 1 ISSUE: Louisiana State Historic Preservation Officer (SHPO) withholding comment on the Draft EIS regarding impacts at Barksdale AFB, Louisiana because archaeological survey and testing is still underway. |
|----------|---|

RESPONSE: The report detailing the results of cultural resources investigations at Barksdale AFB has been transmitted to the SHPO in accordance with standard reporting procedures. The SHPO has concurred that no NRHP eligible archaeological sites would be affected by the Proposed Action, but suggested the architectural importance of the historic buildings be considered. Program impacts on the historic buildings are addressed in EIS Section 4.3.5.3.

- | | |
|----------|--|
| 2 | 1 ISSUE: Final comments on the Draft EIS regarding cultural resources at Wurtsmith AFB will be made by the Michigan SHPO after review of the cultural resources survey report. |
|----------|--|

RESPONSE: The report detailing the results of cultural resources investigations at Wurtsmith AFB has been provided to the SHPO in accordance with standard reporting procedure. Verbal agreement with the EIS findings has been given by the SHPO.

- | | |
|----------|---|
| 3 | 1 ISSUE: Commentor in support of the No Action Alternative in the interest of love and peace on earth and all of its creatures. |
|----------|---|

RESPONSE: This comment does not deal with the environmental matters that are the subject of the EIS on the deployment and peacetime operation of the Peacekeeper Rail Garrison program. Whether the Peacekeeper Rail Garrison program should be deployed is a matter for decision by the President and the Congress.

- | | |
|----------|--|
| 4 | 1 ISSUE: Commentor in support of the No Action Alternative because deployment of nuclear weapons in the State of Michigan increases the danger and decreases their safety. |
|----------|--|

RESPONSE: See response to Document 3, Comment 1.

- 5 1 **ISSUE:** Commentor opposed to the Rail Garrison program because of broader social, economic, political, and health consequences of nuclear arms build-up.

RESPONSE: See response to Document 3, Comment 1.

- 5 2 **ISSUE:** Commentor concerned about disposal of radioactive waste. Prevention is better than cure. This can only be achieved by reducing production of nuclear warheads.

RESPONSE: The issue of ultimate disposal of the components of decommissioned warheads is beyond the scope of this EIS. The radioactive components of the missiles will be reused, recycled, or disposed of in accordance with the status, regulations, and procedures in effect at the time those actions are taken. The appropriate environmental analyses will likewise be prepared under the regulations applicable at that time. Also see EIS Section 1.10 and Chapter 5.

- 5 3 **ISSUE:** Commentor states that the Rail Garrison program is contradictory to the spirit of START and should not be implemented.

RESPONSE: See response to Document 3, Comment 1.

- 5 4 **ISSUE:** Commentor states that little is said about the security needed for the rail garrisoned nuclear missiles. The missiles would be more vulnerable to accidents, sabotage, and terrorism than silo based missiles.

RESPONSE: Security measures are expected to provide early warning of sabotage attempts and prevent disabling of the system.

- 5 5 **ISSUE:** Commentor states that the MIRV warheads invite early, preemptive Soviet response.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 5 6 **ISSUE:** Commentor states that dispersal of missile trains would invite saturation bombing by the Soviets to destroy the missiles and the rail system.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 5 7 **ISSUE:** Commentor states that the Rail Garrison program would violate the ABM Treaty although abandoned years ago, but was resurrected in the form of the Strategic Defense Initiative.

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 5 8 **ISSUE:** Commentor states that personnel charged with maintaining our nuclear weapons have a substantial rate of alcoholism, substance abuse, and aberrant behavior.

RESPONSE: Crew members will be subject to the Air Force Personnel Reliability Program (Air Force Regulation [AFR] 35-99) or Civilian Personnel Reliability Program (AFR 40-925). These programs are designed

to ensure that military and civilian personnel who are assigned to nuclear weapons duties have no medical problems or psychological traits which might result in behavior which would threaten the national security of the United States. Candidates must meet all the requirements of personnel reliability programs before they may perform duties associated with nuclear weapons. The requirements include security clearance, medical and psychological screening, and random drug testing (see EIS Section 5.1.2).

- 5 9 **ISSUE:** Commentor states that the scoping hearing was hastily convened with little time for the public to respond. Only one hearing was set for the entire State of Michigan, and it would be important that communities all along the proposed railroad route be alerted to elicit their concerns.

RESPONSE: Scoping meetings were held in the communities in the immediate vicinity of the candidate deployment locations where the greatest impacts would likely occur.

- 5 10 **ISSUE:** Commentor concerned that the dispersal of the missiles over a four to six hour period may not make them less targetable by Soviet missile operators.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 5 11 **ISSUE:** Commentor supports the No Action Alternative because they believe in the "First do no harm" principle.

RESPONSE: See response to Document 3, Comment 1.

- 5 12 **ISSUE:** How will the presence of MX missiles affect local property values?

RESPONSE: No change in land values near the installations or along rail lines are expected.

- 5 13 **ISSUE:** How often will the missiles be sent out on cars for testing?

RESPONSE: One missile (without warheads) per year would be moved by rail to F.E. Warren AFB, Wyoming and then to Vandenberg AFB, California for test launching. No other movement of missiles on the rail network for test purposes is proposed. There will be no advance public notice of the missile movements for those test firings.

- 5 14 **ISSUE:** What is the psychological effect on children who discover that nuclear missiles are in their neighborhood?

RESPONSE: The issue of moral or psychological concerns about defense strategy is beyond the scope of this EIS. The U.S. Supreme Court has held that psychological impacts attributable to fear of a program is not an appropriate subject for EIS analysis because it is not related to the physical impacts of the program (Metropolitan Edison vs. People Against Nuclear Energy, April 1983).

- 6 1 **ISSUE:** Commentor concerned about the high risk of derailment and collision the Peacekeeper Rail Garrison program entails.

RESPONSE: The probability of a Peacekeeper train being involved in a derailment or collision is low. In the unlikely event that a Peacekeeper train is involved in a collision or derailment, the risk to health and safety is extremely low. However, to present a complete analysis these risks are analyzed in detail in Chapter 5 of the EIS.

- 6 2 **ISSUE:** Commentor concerned of the ever increasing risk of sabotage that threatens the Peacekeeper Rail Garrison basing mode and operation.

RESPONSE: Security measures are expected to provide early warning of sabotage attempts and prevent disabling of the system.

- 6 3 **ISSUE:** This basing mode would heighten tensions between the superpowers.

RESPONSE: See response to Document 3, Comment 1.

- 7 1 **ISSUE:** State of Arkansas Technical Review Committee has no objection to the Draft EIS and the preferred alternative provided the Department of Health's concerns are addressed. (See Document 7, Comments 2 to 5.)

RESPONSE: Noted.

- 7 2 **ISSUE:** Arkansas Department of Health sees no major long-term environmental health related impacts due to radiation identified in the EIS. The Department concurs with the conclusion that the radiation risk to the general population is negligible due to the low probability of an offsite release of radioactive material and that the health risks to crews will be extremely small.

RESPONSE: Noted.

- 7 3 **ISSUE:** Arkansas Department of Health stated that the more significant risk in this system is the hazardous material and not the radioactive material.

RESPONSE: The risk analysis of hazardous and radioactive materials are analyzed in Section 5 of the EIS.

- 7 4 **ISSUE:** The emergency response activities appear to be in keeping with current government policy. State and local governments are noted although activity involving the warhead is correctly restricted to specially trained federal responders.

RESPONSE: Noted.

- 7 5 **ISSUE:** Arkansas Department of Health stated that while the figures in the tables regarding radiation-induced cancer are reasonable, no data source for the figures was given.

RESPONSE: Estimates of latent cancer fatalities resulting from given exposure levels were derived from Recommendations of the International Commission on Radiological Protection, Annals of the ICRP, ICRP-26, Volume 1, Oxford, England, 1977.

- 7 6 **ISSUE:** Statements were made that Eaker AFB, Arkansas seems to be an unlikely candidate, due primarily to the New Madrid fault and the potential for a severe earthquake during the proposed 20-year life of the program.
- RESPONSE:** The issue of earthquakes at Eaker AFB has been addressed in EIS Sections 3.9.4 and 4.5.8.2. Structures constructed for the proposed program would be designed with consideration given to the maximum credible event. The occurrence of an earthquake and potential environmental effects of the program have also been addressed as a separate issue in EIS Section 5.2.3.
- 7 7 **ISSUE:** Concerned about the presence of archaeological sites at Eaker AFB.
- RESPONSE:** Discovery of an archaeological site does not preclude the use of the area by the Air Force. Federal law requires that the existence of the site be taken into account during program planning. It is Air Force policy to minimize harm to important sites and protect them to the extent possible. Often sites can be avoided by changing the project design. The revised garrison design in EIS Section 4.5 represents such an effort to avoid site 3MS105. When complete avoidance is not practical, data recovery may be necessary. The appropriate level of data recovery is determined through consultation with the State Historic Preservation Officer, the Federal Advisory Council on Historic Preservation, any concerned Indian tribal authorities, and the interested public, in accordance with Section 106 of the National Historic Preservation Act.
- 8 1 **ISSUE:** Bossier City-Parish Metropolitan Planning Commission in support of the selection of Barksdale AFB, Louisiana as one of the MX missile locations because neither safety nor environmental assets will be sacrificed.
- RESPONSE:** Noted.
- 9 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison being placed at Barksdale AFB, Louisiana because the adverse environmental issues are insignificant.
- RESPONSE:** Noted.
- 10 1 **ISSUE:** No action should be taken to deploy more nuclear weapons in Michigan or anywhere.
- RESPONSE:** See response to Document 3, Comment 1.
- 11 1 **ISSUE:** Commentor concerned about Peacekeeper Rail Garrison basing at Wurtsmith AFB and supports reducing the number of nuclear weapons deployed in Michigan.
- RESPONSE:** See response to Document 3, Comment 1.
- 12 1 **ISSUE:** Will Little Elm Creek be contaminated and flow into Lake Abilene, which is a water reservoir?
- RESPONSE:** Little Elm Creek, which drains Dyess AFB, lies downstream of Lake Abilene and does not affect the lake. However, the creek does

drain to Lake Fort Phantom Hill, a major municipal supply reservoir located downstream of the base. No permanent, new wastewater discharges to surface or groundwater will result from the Peacekeeper Rail Garrison program. The only project-related pollutants likely to find their way into Lake Fort Phantom Hill would be suspended sediment eroded from the construction sites at Dyess AFB. Accelerated sediment loss to Little Elm Creek is expected to be minor, with temporary impacts occurring during construction (see EIS Section 4.4.7.3). No substantial reservoir effects are anticipated.

- 12 2 **ISSUE:** Ground squirrels in the Abilene, Texas area will be harmed because of the contamination caused by the program.

RESPONSE: Potential contamination associated with the program is unlikely to have a notable adverse impact on ground squirrels or other wildlife species because the program will affect an area that is relatively low quality habitat, and any toxic spill that does occur will be contained onbase. The safety analysis done for the EIS includes calculation of the incorporation of radioactive materials into the food chain and resulting human exposure. The contribution to the total risk from that possibility is very small because the predominant radioactive material that might be dispersed, plutonium dioxide, is relatively insoluble and very little would enter the food chain (see EIS Section 4.4.6.3).

- 13 1 **ISSUE:** Commentor opposed to all nuclear weapons and Rail Garrison basing in Michigan or anywhere else because of Christian convictions and concerns for public safety.

RESPONSE: Public safety issues are discussed in Chapter 5. Also see response to Document 3, Comment 1.

- 14 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Dyess AFB, Texas. Also supports the Air Force and anything good that needs to be done for the protection of our grand old America.

RESPONSE: See response to Document 3, Comment 1.

- 15 1 **ISSUE:** Wyoming Public Service Commission concerned about the need for and availability of utility services for the program at F.E. Warren AFB, Wyoming, and the population growth attributable to installation of the program.

RESPONSE: For the Proposed Action, utility demands are identified in EIS Section 4.2.2.3. Alternative Action requirements are given in EIS Section 4.2.2.4, while cumulative impacts are identified in EIS Section 4.2.2.5. Data on the growth in population are given in EIS Sections 4.2.1.3, 4.2.1.4, and 4.2.1.5.

- 15 2 **ISSUE:** Statement concerning the effect the construction and operation of the program will have on utility facilities in the area, including damage due to the construction, operation, and maintenance of the program.

RESPONSE: Design of the onbase facilities and railroad track takes into consideration the protection or modification of existing and proposed utility services such as water, electric, and gas lines. Consultation with the affected utility will take place during design. Operation and maintenance of the program are not anticipated to significantly affect utility service.

- 15 3 **ISSUE:** What steps will be taken to ensure the safety and integrity of the railroad track and rolling stock and to ensure the operating viability of the program?

RESPONSE: Peacekeeper trains will operate on the commercial rail network. The track and railroad rights-of-way are maintained by railroad companies who keep the track operational and safe. Normal monitoring is expected to be effective in preventing impairment of the mission and accidents due to damaged track. No environmental impact will result from those measures so the issue is not discussed further in the EIS. The rolling stock will belong to the Air Force and will be maintained by the Air Force or contractors in accordance with Federal Railroad Administration and American Association of Railroads procedures and will meet or exceed their standards.

- 15 4 **ISSUE:** What steps will be taken to ensure that train crews are functioning with the necessary physical and mental facilities to safely operate a train?

RESPONSE: The Air Force would provide crews qualified to operate the locomotives. The railroads would provide a pilot who is fully knowledgeable on the physical characteristics and rules of operations of railroads (see EIS Sections 1.4.4 and 5.1.3). In addition to the existing railroad personnel and safety programs, crew members will be subject to the Air Force Personnel Reliability Program (Air Force Regulation [AFR] 35-99) or Civilian Personnel Reliability Program (AFR 40-925). These programs are designed to ensure that military and civilian personnel who are assigned to nuclear weapons duties have no medical problems or psychological traits which might result in behavior which would threaten the national security of the United States. Candidates must meet all the requirements of personnel reliability programs before they may perform duties associated with nuclear weapons. The requirements include security clearance, medical and psychological screening, and random drug testing (see EIS Section 5.1.2).

- 15 5 **ISSUE:** What steps will be taken to ensure that military train crews are knowledgeable of the operating rules of each railroad so that accidents can be avoided?

RESPONSE: The training programs for Peacekeeper train crews will be similar to Air Force flight crew training programs and will ensure that the crews are fully qualified before they are assigned operational duties. The training will include classroom work, train simulator experience, job proficiency and safety evaluations on training trains, and continuing performance evaluations during exercises and maintenance operations (see EIS Section 5.1.2). The military train crews will be assisted by a pilot who is a railroad employee assigned to a train. This person will advise crews on the physical characteristic and traffic rules of the specific railroad, or portion of the railroad, over which the train is to be moved (see EIS Sections 1.4.4 and 5.1.3).

- 16 1 **ISSUE:** Statement made by the Texas State Historic Preservation Office (SHPO) that an archaeological survey should be undertaken by a qualified professional in the proposed areas of construction. Field examinations should include shovel testing to identify subsurface cultural deposits.

RESPONSE: An archaeological survey of proposed program impact areas was recently undertaken by the Texas Archeological Research Lab, Austin. The scope of work, previously approved by the SHPO, included subsurface testing. The report of investigations has been prepared and transmitted to SHPO for comment and the results of the survey have been incorporated in Section 4.4.5 of the EIS. The SHPO has not provided final comment at this time.

- 17 1 **ISSUE:** Commentor in opposition to the installation of the Peacekeeper Rail Garrison system at Barksdale AFB because the system may potentially destroy the wetlands, home of the red-cockaded woodpecker and the American alligator.

RESPONSE: The Peacekeeper Rail Garrison system will have no impacts on the red-cockaded woodpecker. Some wetlands may be affected but this would not threaten the integrity or survival of alligator populations. See details in EIS Section 4.3.6.3.

- 18 1 **ISSUE:** Montana State Historic Preservation Office (SHPO) requested the Cultural Resource Inventory Report for Malmstrom AFB, Montana.

RESPONSE: The report detailing the results of cultural resources investigations at Malmstrom AFB has been forwarded to the SHPO in accordance with standard reporting procedures and results have been incorporated in Section 4.9.5 of the EIS. The SHPO has not provided final comment at this time.

- 19 1 **ISSUE:** Commentor in full support of the proposed selection of Whiteman AFB, Missouri as a site for the deployment of the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 20 1 **ISSUE:** City of Sedalia, Missouri in support of the addition of Rail Garrison at Whiteman AFB because there would be little inconvenience in relocating two buildings and inconsequential impacts on wildlife and wetland/forest habitats.

RESPONSE: Noted. Section 4.11.6.3 of the EIS provides a discussion of the impacts on wildlife and wetland/forest habitats.

- 21 1 **ISSUE:** A nuclear accident would kill thousands. The whole world would be affected not just a few families or lives.

RESPONSE: The EIS addresses safety concerns associated with deployment of peacetime operation of the system. Dispersal of radioactive materials as a result of an accident is considered to be extremely unlikely, but was addressed in the EIS in considerable detail, including the combination of events necessary to create a possibility of occurrence, the health risk created by such an event, and emergency response and cleanup actions (See EIS Section 5.1.1.2). Nuclear detonation resulting from an accident is virtually impossible as discussed in Section 5.4.4 of the EIS.

- 22 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison being located at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 23 1 **ISSUE:** The environmental issues were addressed very thoroughly at the public hearing in Abilene, Texas. The majority of citizens in Abilene heartily welcome the Peacekeeper Rail Garrison at Dyess AFB.

RESPONSE: Noted.

- 24 1 **ISSUE:** Defending the nation as a whole is far more important than creating more income opportunities in Louisiana. Therefore, the Peacekeeper Rail Garrison system is not suitable at Barksdale AFB.

RESPONSE: See response to Document 3, Comment 1.

- 24 2 **ISSUE:** Has the Air Force studied the number of derailment incidents in recent years? The Barksdale area has some of the worst tracks in the nation.

RESPONSE: The risk assessment conducted for this EIS takes into account all rail accidents for the years 1983 to 1987. Regional differences in accident rates were not found to be significant. In addition, the Air Force has conducted exhaustive track investigations in the vicinity of each candidate installation. There is sufficient quantity and quality of track in the vicinity of each installation to warrant retention as a candidate for deployment. Additionally, the Federal Railroad Administration, through the railroad companies, assessed the national rail network with regard to the Peacekeeper train parameters. There exists more than 120,000 miles of track nationwide upon which the trains could safely operate without restriction.

- 24 3 **ISSUE:** If Peacekeeper Rail Garrison is located at Barksdale AFB, Louisiana the people would eventually pay for rebuilding all the railroad systems. Why can't the railroad concerns and those who use them regularly pay for a safe rail system?

RESPONSE: The tracks and railroad rights-of-way are maintained by railroad companies who own them. Since Peacekeeper trains will operate on the commercial rail network, the Air Force will operate through a track usage fee agreement and structure similar to commercial operations.

- 24 4 **ISSUE:** The Peacekeeper Rail Garrison trains could be easily located.

RESPONSE: See response to Document 3, Comment 1.

- 24 5 **ISSUE:** Why is Barksdale AFB, Louisiana one of the bases being considered?

RESPONSE: Each candidate installation was one of hundreds of military bases in the 48 contiguous states that were initially considered. Eleven installations were identified through the rigorous application of siting criteria. Such critical factors as an existing weapons handling capability at the installation, available land on or adjacent to the installation, Air Force control or ownership of the installation, security, and access to a suitable rail network were taken into consideration.

- 25 1 **ISSUE:** The Iosco County Board of Commissioners feels the DEIS overstates the seriousness of the groundwater contamination problem at Wurtsmith AFB, Michigan. The quality of the groundwater aquifer supplying water to the base has not inhibited the continued operation of the base. Strong efforts to protect the water supply and clean up the contamination in the aquifer are being carried out by the base. Wurtsmith AFB's groundwater quality situation should not be a stopper for any future development or mission changes to the base.

RESPONSE: The State of Michigan considers the groundwater contamination at Wurtsmith AFB to be serious enough to rate the base as one of the state's top-priority cleanup sites. Although aquifer contaminant concentrations have dropped considerably due to base cleanup actions, several of the base supply wells remain uncontaminated due only to continued operation of special groundwater purge wells. Increased water demand due to the Proposed Action would intensify this situation. Although this impact is rated as significant, it does not preclude selection of Wurtsmith AFB as a garrison installation (see EIS Sections 3.8.7 and 4.12.7.3).

- 25 2 **ISSUE:** Resolution of the Iosco County Board of Commissioners in support of the Peacekeeper Rail Garrison program for its importance to the strategic posture of the United States. Also encourages placement of the Peacekeeper Rail Garrison at Wurtsmith AFB, Michigan for its economic importance to Iosco County.

RESPONSE: Noted.

- 26 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Wurtsmith AFB, Michigan. The local electrical workers union could provide local manpower to support construction with very little impact on local housing.

RESPONSE: Noted.

- 27 1 **ISSUE:** The Peacekeeper Rail Garrison program at Little Rock AFB, Arkansas should have minimal or no adverse impacts on the environment since any development would be in an area currently developed or recently occupied by military buildings. The project should have beneficial impacts due to elimination of blighted areas and improved storm drainage in the area.

RESPONSE: Noted.

- 28 1 **ISSUE:** Comments made by others at the Little Rock AFB, Arkansas public hearing about nuclear buildup and threat in general were entirely inappropriate and not appreciated by the majority of the community people who choose to let their elected officials represent them, rather than waste the valuable and generously given time of the gentlemen conducting the hearings.

RESPONSE: Noted.

- 29 1 **ISSUE:** What color is the missile?

RESPONSE: The Peacekeeper missile is light grey.

- 30 1 **ISSUE:** Resolution from Nolan County, Texas in support of the Peacekeeper Rail Garrison system for its low-cost strategic deterrent capability and the missile's proven success. The system is a vital national program.

RESPONSE: See response to Document 3, Comment 1.

- 31 1 **ISSUE:** Will U.S. 23 near Wurtsmith AFB, Michigan be able to accommodate the heavy transportation of all materials needed for the construction of the garrison? What would be the plans to alleviate the congested highway?

RESPONSE: U.S. 23 would be able to accommodate the heavy vehicles to be used for hauling construction materials. Since no significant impacts are expected on roads due to the program, no mitigation measures are planned (see EIS Section 4.12.3.3).

- 32 1 **ISSUE:** The MX missile program should contribute its proportionate share of the \$25 billion needed to upgrade nuclear weapon production facilities and operate them in a safe and environmentally acceptable manner, the \$35 billion to \$65 billion to clean up the existing nuclear facilities and their surroundings, and the \$45 billion cost of disposing of nuclear wastes and decommissioning weapon production facilities.

RESPONSE: The scope of this EIS on the proposed deployment and peacetime operations of the Peacekeeper Rail Garrison system includes discussion of the expected environmental and socioeconomic impacts and safety concerns. Issues of national security policy (including consideration of alternative strategic weapon systems), morality (including consideration of alternative means to ensure peace), and resource allocation (including consideration of alternative uses of funds) are among the important factors that affect the decision-making process of the executive and legislative branches of the Government. However, the EIS is not an appropriate place to address these issues.

- 33 1 **ISSUE:** Why is the MX Rail Garrison needed?

RESPONSE: The purpose and need for this system are described in EIS Section 1.1.

- 33 2 **ISSUE:** Why put MX in Oscoda, Michigan?

RESPONSE: See response to Document 24, Comment 5.

- 33 3 **ISSUE:** What will be the environmental impact on Oscoda and on Michigan?

RESPONSE: Potential environmental impacts resulting from the deployment of the Peacekeeper Rail Garrison system at Wurtsmith AFB are presented in Section 4.12 of the EIS.

- 33 4 **ISSUE:** What will be the impact on tourism in Michigan?

RESPONSE: Deployment of the Peacekeeper Rail Garrison system is not expected to have an effect on tourism in a region and for a state as a whole. The proposed program may have an adverse effect on how a state is perceived by potential tourists because of media attention focused on

the deployment of the system and its peacetime operation (though the system may be an attraction for some individuals). However, the deployment of other missile systems in the past (e.g., Peacekeeper missiles in Wyoming) has not resulted in a large amount of media attention. General media coverage of the deployment and peacetime operation of the system would not likely result in a noticeable effect on tourism in a region or state and any decrease would likely be of short duration. However, given the scenario that extensive media coverage does occur, deployment of the system could result in an adverse effect on a state's travel promotion efforts.

- 33 5 **ISSUE:** What will be the environmental impact of the measures necessary to handle increased traffic on the roadways and railways in Oscoda and throughout Michigan?

RESPONSE: The small increase in highway traffic and infrequent train movements caused by the program are not projected to require any mitigation measures. Existing road and railroad systems are adequate to handle program requirements and will not result in significant impacts (see EIS Section 4.12.3.3).

- 33 6 **ISSUE:** What is the environmental impact of building an ABM system in order to protect MX Rail Garrison?

RESPONSE: Since no ABM system is proposed, no analysis of the impact of such a system has been conducted.

- 33 7 **ISSUE:** What security measures will be implemented to protect MX?

RESPONSE: Appropriate security measures are planned for protection of the system. These measures will be similar to current security systems already in effect at each installation and for military transport. The trains will be secured by military personnel onboard the trains. In the event that individuals were to interfere or attempt to interfere with train operations, appropriate security measures will be taken (see also EIS Sections 1.3.5, 1.4.4 and 5.1.6).

- 33 8 **ISSUE:** Will the security measures on railway properties be under military command?

RESPONSE: There will be no new security measures affecting railway properties and no railway properties off existing military installations will be under military command. Peacekeeper trains will have independent security systems that will be in effect both in the garrison and in transit (see also EIS Sections 1.3.5, 1.4.4, and 5.1.6).

- 33 9 **ISSUE:** If not the military, who will control the railway security network?

RESPONSE: See response to Document 33, Comment 8.

- 33 10 **ISSUE:** What will be MX's impact on local police authorities?

RESPONSE: No significant impacts on local police authorities are expected to occur as a result of the program. Their participation and assistance may be required in the unlikely event of accidents, emergencies, or civil disputes outside a garrison installation.

- 33 11 **ISSUE:** What powers will the local military security commanders have?
- RESPONSE:** There will be no change in the authority of local military commanders. They will continue to have the authority currently granted them to maintain the security of their installations.
- 33 12 **ISSUE:** Will any security commander or subordinate have the power to automatically detain and search persons found on the railroad rights-of-way as may be done on military reservations?
- RESPONSE:** The offbase tracks will not be secured by military personnel. However, the trains will be secured by military personnel onboard the trains. In the event that individuals were to interfere or attempt to interfere with train operations, security measures would be taken including detention of those responsible for criminal offenses against the train or the crew. Such detainees would be turned over to the appropriate civil authorities.
- 33 13 **ISSUE:** Will homes and properties immediately adjacent to the rights-of-way be subject to unannounced searches and/or systematic observation?
- RESPONSE:** No.
- 33 14 **ISSUE:** Will plainclothes or secret agents be stationed in towns, villages, or at other intervals along MX rail lines for security purposes?
- RESPONSE:** No.
- 33 15 **ISSUE:** Will persons living near the MX routes be advised that their activities are subject to systematic monitoring?
- RESPONSE:** They will not be subject to systematic monitoring.
- 33 16 **ISSUE:** Will deployment of MX result in the establishment of a network of secret police across the dispersal area?
- RESPONSE:** No network of secret police will be created.
- 33 17 **ISSUE:** Will there be congressional oversight of this security network?
- RESPONSE:** No network of secret police will be created.
- 33 18 **ISSUE:** In view of recent FBI disregard for civil liberties, is it reasonable to ask citizens to allow the formation and widespread deployment of another secret security organization?
- RESPONSE:** No network of secret police will be created.
- 33 19 **ISSUE:** To what uses other than MX railway security will the security network be utilized?
- RESPONSE:** No network of secret police will be created.
- 33 20 **ISSUE:** What additional security measures will be taken to prevent sabotage or acts of terrorists?
- RESPONSE:** See response to Document 6, Comment 2.

- 33 21 **ISSUE:** What is the environmental impact of safeguards on the affected areas?
- RESPONSE:** No significant environmental impacts are projected to result from program security.
- 33 22 **ISSUE:** How extensive will the "off limits" perimeter be?
- RESPONSE:** The security fences and base boundaries for each candidate installation are depicted in the EIS. There will be no off limits perimeter established when the trains are outside an installation and no physical security measures will be imposed on the rail network.
- 33 23 **ISSUE:** What will be the impact of MX security measures on hunters, fishermen, and other outdoor enthusiasts?
- RESPONSE:** None.
- 33 24 **ISSUE:** How will the MX impact on the constitutional right to bear arms?
- RESPONSE:** There will be no impact.
- 33 25 **ISSUE:** To what degree will the civil liberties of those living adjacent to the MX railways be diminished?
- RESPONSE:** None.
- 33 26 **ISSUE:** To what degree will the civil liberties of persons in towns along MX routes who oppose MX deployment be diminished?
- RESPONSE:** None.
- 33 27 **ISSUE:** What will be the sociological impact on the communities having security personnel collecting information on them and their citizens?
- RESPONSE:** They will not be subject to systematic monitoring.
- 33 28 **ISSUE:** How many military personnel and how many civilian personnel will be employed to secure the rail system?
- RESPONSE:** Additional employment which would result from deployment of the system is described in base specific sections of the EIS. See Section 4.2.1 through 4.12.1.
- 33 29 **ISSUE:** Where will MX trains travel?
- RESPONSE:** The routes used for initial system deployment, maintenance, operational readiness testing, and training will be preplanned by the Air Force and will consider safety as a major factor. If there is ever a strategic dispersal in a time of national need, the trains will make maximum use of all track in the national rail network, excluding only track whose conditions or geometry would not accommodate the train.
- 33 30 **ISSUE:** What is the environmental impact on communities throughout the state located along railways to be traversed by MX?

RESPONSE: Other than safety risks, no environmental impacts will occur in communities along the rail network. Potential safety risks for communities along the rail network are discussed in Chapter 5 of the EIS.

33 31 **ISSUE:** What is the likelihood of train collisions and derailments?

RESPONSE: The likelihood of such accidents is covered in detail in Section 5.3 of the EIS.

33 32 **ISSUE:** What is the environmental impact of a MX train collision and derailment?

RESPONSE: The environmental consequences of such accidents are covered in detail in Section 5.4 of the EIS.

33 33 **ISSUE:** What is the environmental impact on nearby states of various kinds of accidents involving MX trains or the missiles?

RESPONSE: See response to Document 33, Comment 32.

33 34 **ISSUE:** A Titan missile exploded in a Damascus (Arkansas) silo because of a dropped wrench; how susceptible to accidental explosion will MX be?

RESPONSE: The Peacekeeper missile contains solid-fueled propellant (except small, well protected liquid fuels in the fourth stage) and is many times more safe than the liquid-fueled Titan missile. A similar occurrence involving a Peacekeeper missile would not cause a fire or explosion, though it might cause damage to the missile that would need to be repaired.

33 35 **ISSUE:** What are the chances of an explosion aboard the MX trains in percent per year?

RESPONSE: Chapter 5 of the EIS contains a summary of the methods and findings of a thorough risk assessment for the Peacekeeper Rail Garrison system. The results of that study are reported there in a form that is generally accepted for risk assessment. The figure requested was not computed.

33 36 **ISSUE:** What are the chances in percent that an MX missile will explode somewhere on the rail route sometime during the 20-year life of MX?

RESPONSE: See response to Document 33, Comment 35.

33 37 **ISSUE:** What is the likelihood of an accidental explosion of MX fuel?

RESPONSE: See EIS Section 5.3.

33 38 **ISSUE:** What is the environmental impact of an accidental explosion in the garrison and during dispersal?

RESPONSE: The environmental impact of an explosion of a missile is described in detail in Section 5.4 of the EIS.

33 39 **ISSUE:** In tests on warheads, what can and cannot cause detonation of the warheads and of the propellant? Can detonation be caused by the force of collision or derailment; bridge collapse in transit; heat from fire or explosion; or propellant explosion?

RESPONSE: The warheads would not detonate under any, even remotely foreseeable, circumstances during Peacekeeper Rail Garrison system deployment and operation. The risk assessment in Chapter 5 of the EIS does take into account the possibility that a very severe accident and accompanying fire might cause the missile propellant to burn or explode.

- 33 40 **ISSUE:** What is the effect on MX of sideways motion, such as that present during transit on the railways?

RESPONSE: The Peacekeeper missile propellants are insensitive high explosives (IHE). The characteristics and resistance of those propellants to abnormal environments are well known. They can tolerate strong shock and high temperatures without detonating. The characteristics of rail travel, such as vibration, harmonics, and change in temperature, are well within the range of environment which the IHE can experience without chance of decomposition, explosion, or detonation. The system will also be shock isolated which will mitigate the effects of sideways motion.

- 33 41 **ISSUE:** What is the effect on the MX solid fuel of the rhythmic vibrations of rail travel?

RESPONSE: See response to Document 33, Comment 40.

- 33 42 **ISSUE:** Have the linear and nonlinear oscillations (including harmonics and subharmonics) induced into the missile carrier and missile fuel by movement over the rail system been defined, quantified, and applied to the detonation characteristics of the rocket fuel? What do these calculations indicate the effects to be on the fuel long-term over the projected life of the missiles? Were these calculations applied to the varying speeds at which the carrier will be operated?

RESPONSE: See response to Document 33, Comment 40.

- 33 43 **ISSUE:** Since the rail network is not physically uniform throughout, have the quantitative determinations been applied specifically to: a) oscillations induced by trestles; b) oscillations induced by various rail lengths found throughout the system; c) frequency changes due to the changes in soil geology over which the railbed is built; and d) the effects achieved when conditions from the lowest temperature recorded through the highest temperature recorded in the area of MX distribution are applied to the moving system?

RESPONSE: See response to Document 33, Comment 40.

- 33 44 **ISSUE:** What is the likelihood that an accidental explosion would trigger a nuclear explosion?

RESPONSE: Virtually none.

- 33 45 **ISSUE:** What is the environmental impact of an explosion of one or more of the nuclear warheads?

RESPONSE: An accidental, inadvertent, or deliberate (without emergency war orders) detonation of the warhead is virtually impossible. Also see EIS Section 5.1.1.2.

- 33 46 **ISSUE:** If a 1-megaton explosion destroys nearly everything, including the population, in a 4.3-mile radius, would an explosion of all the garrisoned MX trains do the same in a 68.8-mile radius?

RESPONSE: See response to Document 33, Comment 45.

- 33 47 **ISSUE:** What is the environmental impact on Jacksonville, Little Rock and the rest of the State of Arkansas from a first-strike nuclear attack on MX?

RESPONSE: The issue of impacts due to nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 48 **ISSUE:** What is the likelihood of accidental launch?

RESPONSE: An accidental launch is virtually impossible. See EIS Section 5.1.1.2.

- 33 49 **ISSUE:** What is the environmental impact of MX launch on the immediate area?

RESPONSE: The intentional launch of a missile is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 50 **ISSUE:** How will the warheads be transported to Arkansas? How will they be handled? What is the environmental impact of the transportation risks involved?

RESPONSE: The warheads will be transported in assembled reentry systems to the garrison installations by specially certified aircraft and crews. The risk assessment for that transportation, and environmental impacts of a release are presented in Chapter 5 of the EIS.

- 33 51 **ISSUE:** Why are scoping hearings not being held at an adequate number of locations throughout the state to assure public involvement from all areas of the state put at risk by MX?

RESPONSE: Scoping meetings were held in the communities in the immediate vicinity of the candidate deployment locations where the greatest impacts would likely occur.

- 33 52 **ISSUE:** Why was there not adequate prior notice given to citizens on the scoping hearings, especially since four dates were given for this one (for Little Rock AFB)?

RESPONSE: The Notice of Intent was published in the Federal Register and was released to national and local media outlets. That announcement noted that the scoping meetings would be held in the communities adjacent to the candidate deployment locations and that the specific meeting information would be released through the local media. Newspaper, radio, and television outlets were provided with the meeting information by the base Public Affairs Officer as soon as pertinent travel and auditorium schedules were confirmed.

- 33 53 **ISSUE:** What are the environmental impacts due to the following: a) the scoping hearings are not a truly open process; b) the process is not presided over by an impartial party; c) the hearing was not adequately

advertised; d) the hearing site is an obscure, out of the way place far away from the main population center; e) no notice was given to other impacted communities throughout the state along the MX rail routes; f) civic officials are allowed to make self-serving statements subject to no time constraints, thereby stealing the limited time available for public input; and g) Congressman Robinson abused his franking privileges in his attempts to stack the hearing with MX supporters?

RESPONSE: All public meetings were held in accordance with the Council on Environmental Quality regulations (40 CFR 1500-1508) and Air Force Regulation 19-2. Public hearings are held by the lead agency, in this case the Air Force. Elected public officials were given an opportunity to speak first as they represent a large constituency. The 3-minute time limit was imposed to allow the largest number of individuals to speak. The 10 P.M. closing was the standard at all hearings. Those who did not have an opportunity to speak were encouraged to submit written comments as these were treated equally. The Final EIS covers all issues that are within the scope of the EIS, whether identified at scoping meetings, in public comments to the Draft EIS, or at any other time.

- 33 54 **ISSUE:** Will local authorities be notified during times of MX train dispersal?

RESPONSE: No.

- 33 55 **ISSUE:** Will there be emergency training, evacuation plans, or medical care for civilians in communities along MX train routes?

RESPONSE: Generally, emergency response and disaster preparedness training and planning assistance for civilian communities is available from several sources, including the Environmental Protection Agency and the Federal Emergency Management Agency (FEMA). The Air Force routinely participates in those planning processes. Funds for this training comes from those agencies' budgets. For further information, please contact FEMA, 500 C Street Southwest, Washington DC 20472. See Section 5.5 of the EIS.

- 33 56 **ISSUE:** What fire prevention measures will be installed on MX trains?

RESPONSE: Fire prevention measures are receiving special attention in the design of the train including: 1) All possible sources of fire will be designed to prevent ignition from occurring; 2) All possible fire sources will be isolated from possible fire propagation paths; 3) Fire extinguishing devices will be strategically located at all possible fire sources and propagation paths; 4) Monitoring devices will be strategically located at all possible fire sources and propagation paths to immediately detect fire/smoke and activate alarms and fire extinguishing devices; 5) Fire retardant materials will be used throughout the train; and 6) All personnel onboard the train will receive special training in fire prevention and control.

- 33 57 **ISSUE:** Who will fight fires, civilian or military fire fighters? If military, will they be on the trains? If so, who will fight fires in case of accident, when the train crew is injured or disabled? If they will not be on the trains, how will they be transported to the scene of an accident? If civilian fire fighters will be responsible, what additional training will they need? Who will bear the cost of such training? Is there any possibility of

special equipment being necessary to respond to train accidents carrying nuclear warheads and missile fuel? Who will bear the costs of obtaining such equipment?

RESPONSE: The trains will be equipped with equipment for fighting small fires on the trains. If the crew members were disabled in an accident, the local fire departments, federal or civilian, in the area would respond. Specialized equipment for handling accidents involving hazardous and radioactive materials would be brought to the scene, if necessary, by the Environmental Protection Agency, Department of Energy, Department of Defense, and other agencies (see EIS Section 5.5.1).

33 58 **ISSUE:** How large will the MX project be?

RESPONSE: See EIS Section 1.3.

33 59 **ISSUE:** How many workers, military and civilian, will be imported for this project at Wurtsmith AFB, Michigan and for how long? What special services will be set up for those who come seeking work but do not find it and who stay?

RESPONSE: Military worker immigrants would number approximately 345 persons and would remain for the life of the program (with normal turnover). Approximately 45 of the 63 civilian operations workers are projected to immigrate. Unsuccessful job-seekers are not expected to number more than 20 to 30 persons within the region. No special services are expected to be required.

33 60 **ISSUE:** How will land values around Wurtsmith AFB and along Michigan's railways be impacted by the deployment of MX?

RESPONSE: No change in land values near the base or along railway lines are expected.

33 61 **ISSUE:** When will this system become obsolete? Will it be obsolete before it is deployed on rails?

RESPONSE: The Peacekeeper Rail Garrison program has an expected life span of up to 20 or more years. Also see response to Document 3, Comment 1.

33 62 **ISSUE:** What will be the economic environmental impact of MX obsolescence?

RESPONSE: This issue is beyond the scope of the EIS. Also see response to Document 3, Comment 1.

33 63 **ISSUE:** What plans are being made for decommissioning?

RESPONSE: When the decision is made and the manner of decommissioning is known, the Air Force will perform the appropriate environmental analyses (see EIS Section 1.10).

33 64 **ISSUE:** Why is Rail Garrison so near an active earthquake fault?

RESPONSE: See response to Document 7, Comment 6.

- 33 65 **ISSUE:** What is the environmental impact of an earthquake on MX trains garrisoned at the air base and dispersed on the railways?

RESPONSE: The environmental impacts and the probability of mishaps caused by natural disasters is addressed in EIS Section 5.2.3. The potential effects of an earthquake on program components and operations are discussed in EIS Section 3.9.4.

- 33 66 **ISSUE:** What is the likelihood of radioactivity escaping into the environment in the event of tornado, flood, fire, or other natural occurrence?

RESPONSE: There is virtually no possibility of an escape of radioactive materials as a result of a tornado, flood, or other natural hazards. See EIS Section 5.2.3. A series of events necessary to expose an RV to a fire either of natural causes or from an accident are very unlikely to occur. Although such an event is very improbable, to provide a complete environmental analysis, the human health effects of exposure to aerosolized plutonium are described in EIS Section 5.4.4.

- 33 67 **ISSUE:** Have studies been conducted on the effects of wind in case of a radiation leak?

RESPONSE: The consequences of a radiation leak, including the effect of wind, were analyzed in the study of the safety of the system presented in Chapter 5 of the EIS.

- 33 68 **ISSUE:** What toxic or hazardous wastes will be generated by MX? What is the environmental impact of these wastes?

RESPONSE: The Peacekeeper missile is composed of various chemical/propellant and radioactive materials that are hazardous. These materials include ammonium perchlorate, hydroxyl-terminated polybutadiene, cyclotetramethylene tetranitramine, nitroglycerine/polyethylene glycol, monomethylhydrazine, radioactive materials and nitrogen tetroxide. Additionally, the maintenance of the rail cars will generate various hazardous wastes consisting of solvents, waste oils and lubricants, hydraulic fluids, anti-corrosives, and battery acid. Environmental Protection Agency, Department of Defense, and Department of Energy regulations govern the handling and disposal of hazardous waste. These regulations will be complied with when dealing with all waste generated by this program. The Air Force hazardous waste program at all bases must comply with the "cradle to grave" management concept of material and wastes required by the Resource Conservation and Recovery Act of 1976 as amended. All federal, state and local standards and procedures required to manage, store, transport and dispose of wastes are used (see response to Document 33, Comment 68). Air Force managers at each installation have and will continue to participate in local planning commissions for the purpose of sharing information to include hazardous materials needed in responding to an emergency involving Air Force property.

- 33 69 **ISSUE:** What funds will be set aside for hazardous waste cleanup?

RESPONSE: In the unlikely event of a mishap, funds from the Department of Defense will be used to respond.

33 70 **ISSUE:** How often will MX trains need to be returned to F.E. Warren AFB?

RESPONSE: It is not envisioned that an entire train will be moved from a garrison to F.E. Warren AFB. Maintenance/repair calculations indicate that an average total for all the selected deployment bases would be about two moves from the garrisons to F.E. Warren AFB per year. Prior to any such moves, the reentry systems would be removed.

33 71 **ISSUE:** What will be the environmental impact of an accident during transportation?

RESPONSE: The environmental impacts of accidents are described in detail in Chapter 5 of the EIS.

33 72 **ISSUE:** What is the environmental impact of a surprise enemy attack on the garrison before dispersal and on Michigan after dispersal?

RESPONSE: The environmental impact of a surprise enemy attack is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

33 73 **ISSUE:** Periodic adjustment of the guidance system is necessary to missiles in stationary silos; how will this be handled on rail garrisoned MX?

RESPONSE: Operational requirements of the Peacekeeper Rail Garrison system are beyond the scope of this EIS.

33 74 **ISSUE:** MX railcars will need a special design to carry their load. Will existing tracks and bridges sustain the anticipated weight? What is the environmental impact of replacing tracks and bridges? What is the environmental impact of altering the railway grades to accommodate MX?

RESPONSE: The design and fabrication of special cars to carry heavy loads is not unusual. The dimensions of the missile launch car will conform to Association of American Railroads (AAR) and Federal Railroad Administration design constraints and, in addition, will conform to Air Force Regulation 122-10, Nuclear Surety/Safety, design constraints as necessary. Currently, the missile launch car will weigh approximately 550,000 pounds, including the missile. This weight is well within the capabilities of the rail network projected for use. To verify the missile launch car performs as required, the car will be subjected to numerous tests and analyses and will be certified by the AAR. No track or bridges will be replaced, nor will any grades be redesigned to accommodate the system. Rail spur access between the installations and railroad main lines may be built new or upgraded.

33 75 **ISSUE:** How many miles of new track will be laid? Where? How many miles of track must have grade elevation changes? Where? Where will the fill come from? Where will the gravel come from?

RESPONSE: See EIS Sections 4.2 through 4.12 for a discussion of the amount of new track required at each installation.

33 76 **ISSUE:** What is the impact to commercial traffic during MX train dispersal?

RESPONSE: Peacetime training train activity will be a well-planned, scheduled, and coordinated activity between the Air Force and the railroad industry. The training trains will be scheduled with regular traffic on the commercial rail network on a regular basis to maintain crew proficiency. The trains will be operated by Air Force personnel guided by railroad "pilots." Railroads will be compensated for services provided. The Peacekeeper trains would be blended in with commercial traffic. The addition of 25 trains to a system which handles thousands of trains a day will not significantly affect traffic patterns during dispersal. However, disruption of commercial rail schedules could occur at varying degrees based on the particular tactical situation at the time each train initially joins the rail network. The Peacekeeper train could ask for highest priority, blend with the existing commercial traffic, or travel at night when traffic is at a minimum.

- 33 77 **ISSUE:** What is the economic environmental impact of halting commercial train traffic during times of dispersal, which may be for extended periods?

RESPONSE: No extended interference with commercial train traffic is foreseen. Also see response to Document 33, Comment 76.

- 33 78 **ISSUE:** During times of MX train dispersal, who dispatches and controls rail traffic?

RESPONSE: During normal peacetime operating conditions, Air Force personnel will operate the locomotive together with a railroad industry "Pilot." The Air Force train commander is in charge of all operations on the train. Train movement would be in close coordination with dispatch centers to provide safe and effective movement.

- 33 79 **ISSUE:** Will the electronic interference caused by a surprise nuclear attack prevent dispersal? Who controls MX trains in such a case?

RESPONSE: Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 80 **ISSUE:** What is the environmental impact of the MX electronic communications system on communities through which MX trains pass?

RESPONSE: There is no significant impact.

- 33 81 **ISSUE:** Will railways be constantly monitored for damage? Who will be responsible for maintaining the integrity of the track and railbeds?

RESPONSE: See response to Document 15, Comment 3.

- 33 82 **ISSUE:** What is the environmental impact of floods, tornados, blizzards, earthquakes, mechanical failures, and train wrecks on dispersal of MX trains?

RESPONSE: See response to Document 33, Comment 65.

- 33 83 **ISSUE:** Will MX be protected by helicopters? What is the environmental impact of this increased air traffic around the air base and along the railways?

RESPONSE: The Proposed Action does not include use of helicopters to protect the system except for surveillance during the transport of reentry systems between the Cheyenne Airport and F.E. Warren AFB, Wyoming.

- 33 84 **ISSUE:** The impact of living in fear of nuclear war or accident has profound psychological effects on children and other vulnerable persons. What impact will there be if the MX comes to Arkansas?

RESPONSE: See response to Document 5, Comment 14.

- 33 85 **ISSUE:** What psychological effects can be expected in various age groups near the garrison and along the MX rail routes?

RESPONSE: See response to Document 5, Comment 14.

- 33 86 **ISSUE:** What corporations will benefit from the economic environmental impact of MX Rail Garrison?

RESPONSE: Many industries, including construction, manufacturing, trade, and transportation will be involved in the production and deployment of the Peacekeeper Rail Garrison program. Specific contractors are selected by competitive bidding on a nationwide basis. It is not possible to predict which contractors will be awarded the contracts. Chapter 4.1 of the EIS provides an evaluation of the national economic impacts.

- 33 87 **ISSUE:** What will be the effect on MX of a treaty eliminating half of all strategic weapons as proposed by President Reagan? What would be the economic environmental impact on Arkansas?

RESPONSE: Issues of the environmental and economic impact of treaties are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 88 **ISSUE:** What will be the costs of the EIS process, including the scoping hearings?

RESPONSE: The entire EIS process and associated hearings will cost approximately \$9 million.

- 33 89 **ISSUE:** What will be the completed costs of the MX project?

RESPONSE: The entire system would cost between \$10 and \$12 billion.

- 33 90 **ISSUE:** What will be the annual cost of maintenance and operation?

RESPONSE: Approximately \$200 million (86 dollars) is currently budgeted for annual maintenance and operations of the system.

- 33 91 **ISSUE:** Have any studies been done to determine how many industries will not locate in the MX deployment area because of MX?

RESPONSE: No formal studies have been done but historical precedence does not suggest that industrial development has been deterred due to the presence of a military base. Indeed it has been documented that economic growth has frequently been stimulated by the presence of a military installation.

- 33 92 **ISSUE:** What will be the effect on the economic development of the deployment areas with the systematic denial of good industries?
- RESPONSE:** See response to Document 33, Comment 91.
- 33 93 **ISSUE:** How will these areas be compensated for the loss of well-paying, high tech jobs?
- RESPONSE:** The military is itself a high-tech industry that requires a great deal of support from similar private industries. Proximity to military facilities is frequently a consideration for the location of such firms.
- 33 94 **ISSUE:** Will the denial of high quality jobs cause emigration of the educated who can find no jobs commensurate with their educational level, thereby further eroding the economic development of the area?
- RESPONSE:** See response to Document 33, Comment 93.
- 33 95 **ISSUE:** What will be the sociological impact of erosion of economic development in the area?
- RESPONSE:** The deployment of a Rail Garrison is expected to increase direct and secondary employment and income and not expected to cause an erosion of economic development.
- 33 96 **ISSUE:** With regard to the international political environment, is the aggregation of MX trains in garrison at the air base more likely to invite enemy attack? Does it increase the probability of an enemy first strike?
- RESPONSE:** Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 33 97 **ISSUE:** Who or what is the high authority that will authorize dispersal of MX trains during times of heightened international tensions?
- RESPONSE:** The high authority is defined as the President and Secretary of Defense and their duly designated alternates and successors.
- 33 98 **ISSUE:** What constitutes the state of "heightened international tensions?"
- RESPONSE:** National need will be determined by United States leadership based upon careful evaluation of all known relevant factors. While it is not useful to speculate about possible scenarios, it is expected that "national need" might occur during periods of heightened international tensions such as occurred during the 1962 Cuban Missile Crisis and the 1973 Middle East War.
- 33 99 **ISSUE:** Who may authorize firing MX?
- RESPONSE:** Operational details having no environmental impact are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 33 100 **ISSUE:** Will launch control officers be educated about their duty to disobey unlawful orders under the Nuremburg principles?

RESPONSE: The issue of officer education is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 101 **ISSUE:** What safeguards will be instituted to prevent unauthorized or accidental firing?

RESPONSE: See EIS Section 5.1.1.2

- 33 102 **ISSUE:** MX is claimed to be aimed at Soviet missiles. It is also called a deterrent, rather than a first-strike weapon. Will it be fired on empty Soviet missile launching sites as logic dictates, or will it be used as a first-strike weapon?

RESPONSE: Discussion of nuclear strategy is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 103 **ISSUE:** If MX is to fire after computers indicate an enemy nuclear attack has begun, what is the likelihood of a mistaken launch order?

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 104 **ISSUE:** What will the ultimate environmental impact be after the firing of MX and the ensuing escalation of nuclear warfare?

RESPONSE: The impacts of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 33 105 **ISSUE:** What will be the social and economic impacts on our area if the President is successful in his intent to "rid the world of them" (all nuclear weapons)?

RESPONSE: The social and economic impacts of elimination of all nuclear weapons are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 1 **ISSUE:** Define the entire body of information regarding nuclear waste as it relates to the MX missile system. What is produced? How much? Where? How is it buried? What environmental impact does it create?

RESPONSE: See response to Document 5, Comment 2.

- 34 2 **ISSUE:** What is done with hazardous waste at Wurtsmith AFB? Tell us the entire body of information surrounding this concern.

RESPONSE: See EIS Sections 4.12.2.2 and 4.12.2.3. Also see response to Document 33, Comment 68.

- 34 3 **ISSUE:** Have doctors done an entire study of the contamination effects on all military and civilian personnel at Wurtsmith AFB, Michigan over the past 20 years as it relates to miscarriages, stillbirths, baby deaths, and gynecological problems?

RESPONSE: The issue of health effects of any prior contamination of military and civilian personnel is outside the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 4 **ISSUE:** Basing modes have not been compared in this study. If there is the possibility of taking no action, what proves to be the best of the 30 basing modes? Is there another that is more environmentally sound?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 34 5 **ISSUE:** Michigan voted in November 1982 that deployment of nuclear weapons in Michigan is to be rejected. Therefore, prove to the public that the MX Rail Garrison is actually needed for national defense and security when its only stated use is to be reserved for attacks after the United States has been attacked.

RESPONSE: See response to Document 3, Comment 1.

- 34 6 **ISSUE:** If the MX is using the commercial rail system which spreads through various Michigan cities, hearings of environmental impact on the air, land, and water of these communities must be held for public testimony. Persons who traveled at great inconvenience (4 hours) from these cities were not heard because of limitations on time. All of us present for the hearings believed that the hearing was totally for the public after our reading of the document. We were willing to stay beyond your 10:00 P.M. curfew because of the urgency of this matter.

RESPONSE: Public hearings were held in the communities in the immediate vicinity of the proposed garrison installations where the greatest impacts would most likely occur. The 10:00 P.M. closing was the standard at all hearings. Those who did not receive an opportunity to speak were encouraged to submit written comments as these were treated equally.

- 34 7 **ISSUE:** In commentator's opinion, international law and the laws of God prohibit the possession, use, and threat of use of nuclear weapons.

RESPONSE: See response to Document 3, Comment 1.

- 34 8 **ISSUE:** What assurance is there that these hearings are meant to truly assess the will of the people?

RESPONSE: The hearings are intended to receive comments on the Draft EIS. The will of the people regarding the deployment of the system must be expressed through the President and Congress.

- 34 9 **ISSUE:** Why was inadequate notice given?

RESPONSE: Notification of all public hearings was made to local media by the base public affairs offices at least three weeks prior to each hearing when all pertinent travel and auditorium schedules were confirmed.

- 34 10 **ISSUE:** Why has no information been forwarded to any of us who have requested it from Congress persons?

RESPONSE: The inquiry should be addressed to the individual member of Congress.

- 34 11 **ISSUE:** Why have all of the communities in which rail lines will be used not been informed and called to public hearings in their local areas?

RESPONSE: Public hearings were held in the communities in the immediate vicinity of the proposed garrison installations where the greatest impacts would most likely occur.

- 34 12 **ISSUE:** What evidence substantiates the need for the MX for national security?

RESPONSE: See response to Document 3, Comment 1.

- 34 13 **ISSUE:** Has there been any difficulty with the functioning of MX missiles?

RESPONSE: Issues relating to the development of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 14 **ISSUE:** Did the people of other parts of the country willingly accept MX?

RESPONSE: Evaluation of public acceptance of the system is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 15 **ISSUE:** What is the total projected plan for the Rail Garrison system? What is the total cost?

RESPONSE: EIS Section 1.3 discusses the Proposed Action for the Peacekeeper Rail Garrison system. Deployment of the system is anticipated to be \$10 billion to \$12 billion.

- 34 16 **ISSUE:** Has Congress allocated all of the funds for the rail line system and carriers, along with warheads?

RESPONSE: No decision about deployment has been made. Funding to date is for research and development only.

- 34 17 **ISSUE:** If an attack were to occur on one of the railcars, what would the result be?

RESPONSE: The security measures to be implemented are expected to prevent any successful attack. However, in the event of a successful attack, the environmental consequences would not be any worse than those described in EIS Section 5.4.

- 34 18 **ISSUE:** Would there be a greater possibility that military bases and weapon systems will be attacked by an opponent or terrorist if the system were deployed?

RESPONSE: Issues of strategic policy and enemy threat assessment are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 19 **ISSUE:** What materials/chemicals must be used to keep the MX rail system from deteriorating? Is this material toxic? How is it contained or is it disposed of?

RESPONSE: Environmental Protection Agency, Department of Defense, and Department of Energy regulations govern handling and disposal of toxic wastes. These regulations will be complied with when dealing with all waste generated by this program. Also see response to Document 33, Comment 68.

- 34 20 **ISSUE:** Is the same rail system used for carrying contaminated materials or is it carried on roadways? Is it buried at the site?
- RESPONSE:** See responses to Document 33, Comment 68 and Document 34, Comment 19.
- 34 21 **ISSUE:** What is the chain of command to actually use the MX system on potential enemies?
- RESPONSE:** See response to Document 3, Comment 1.
- 34 22 **ISSUE:** Is the Peacekeeper considered to be a first-strike weapon?
- RESPONSE:** See response to Document 3, Comment 1.
- 34 23 **ISSUE:** What numbers of people who live in Iosco County, Michigan or relocate there would be affected by environmental hazards?
- RESPONSE:** Significant environmental impacts and safety concerns of the affected population are described in EIS Section 4.12 and Chapter 5.
- 34 24 **ISSUE:** How many persons live near the rail lines that will be used by the Peacekeeper Rail Garrison system?
- RESPONSE:** The analysis of environmental and human health impacts included estimates of how many persons would be affected in a particular situation. The results of the calculation of how many would be affected are reported in the EIS. No attempt was made and nothing could be gained in estimating the total number of persons who live within a specific distance from all rail lines which might be used by the system.
- 34 25 **ISSUE:** Name the advantages and disadvantages of the Rail Garrison MX in the State of Michigan and in the Oscoda area.
- RESPONSE:** The significant environmental and socioeconomic impacts of the system are discussed in EIS Section 4.12.
- 34 26 **ISSUE:** Give a summary of any environmental impact studies over the past 30 years. What was done to improve these problems?
- RESPONSE:** An EIS appropriately covers the impact of the Proposed Action and Alternatives, and discussion of previous EISs and problems identified in them is not required, nor relevant.
- 34 27 **ISSUE:** Will the Department of Natural Resources of Michigan be able to testify at the hearings? Will the Environmental Protection Agency (EPA) be available to respond to questions?
- RESPONSE:** Any organization (public or private) or individual was permitted to submit written comments at the public hearings. Public hearings are held by the lead agency (in this case, the Air Force). Public hearings on the proposed program were held at 11 locations between 25 July and 11 August 1988. The EPA received and reviewed the Draft EIS and will receive the Final EIS.
- 34 28 **ISSUE:** What have been the negative effects of the base on well water, Lake Van Etten, and Lake Huron in Michigan?

RESPONSE: A great deal of effort and money has been expended to define and control the groundwater contamination at Wurtsmith AFB. The groundwater purge systems constructed at the base appear to be successfully maintaining the quality of the current water supply wells used by the base at an acceptable level. Although considerable quantities of organic contaminants have been removed from the aquifer, the most recent published report from the U.S. Geological Survey (in 1986) indicates that trichloroethylene concentrations in the Arrow Street plume are about 200 mg/l while tri- and dichloroethylene concentrations in the Mission Street plume are over 1,000 mg/l, far above potable water standards. Several of these plumes are in close proximity to water supply wells and must be carefully controlled through the pumpage of purge wells to prevent contamination of the supply wells. The Peacekeeper Rail Garrison program will increase pumpage from the base wells by about 14 percent, further stressing the groundwater management system. The program does have the potential for a low, but significant local groundwater impact at the base. This does not, however, imply that this groundwater impact cannot be managed nor is this impact by any means sufficient grounds for not siting the program at Wurtsmith AFB. It should be noted that the base engineering staff has endorsed the concept of shifting to a proposed regional water supply from Lake Huron as a permanent solution for water supply at Wurtsmith AFB. The groundwater contamination problems at Wurtsmith AFB are further discussed in EIS Section 4.12.7. Little or none of the groundwater contaminants have been found in Van Etten Lake. No effects from the base upon Lake Huron have been documented.

- 34 29 **ISSUE:** Have any medical studies been done in the area to evaluate the effect on human health of past use of contaminants, toxics, and injurious materials?

RESPONSE: The effects of any past use of contaminants, toxics, etc. is beyond the scope of this EIS.

- 34 30 **ISSUE:** What plans are being made to research the high number of baby deaths, stillbirths, and women's pregnancy problems in the base area?

RESPONSE: These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 31 **ISSUE:** From the military vantage point, what are the advantages and disadvantages of this suggested basing mode?

RESPONSE: This issue is beyond the scope of the EIS. Also see response to Document 3, Comment 1.

- 34 32 **ISSUE:** How does the Peacekeeper Rail Garrison basing mode compare to the other 30 basing mode possibilities?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 34 33 **ISSUE:** Is no action a possible alternative at this time?

RESPONSE: Yes.

- 34 34 **ISSUE:** Why should the MX be placed on the rail systems of Michigan?

RESPONSE: See response to Document 3, Comment 1.

- 34 35 **ISSUE:** What previous studies have been made regarding this system? What are the conclusions?

RESPONSE: No previous environmental impact studies have been done on this system.

- 34 36 **ISSUE:** What is the complete history of the Rail Garrison MX system?

RESPONSE: The relevant history of the system is summarized in EIS Section 1.1.

- 34 37 **ISSUE:** What is the impact of the necessary antiballistic missile system needed to protect the project?

RESPONSE: No antiballistic missile system is proposed and therefore any potential impacts of such a system have not been analyzed.

- 34 38 **ISSUE:** What safety of the people and environment is being assured?

RESPONSE: The safety concerns regarding the system are described in Chapter 5 of the EIS.

- 34 39 **ISSUE:** What insurance is available for persons and property?

RESPONSE: No impact on insurance availability is anticipated.

- 34 40 **ISSUE:** What is the impact on the local land values around the base and around the entire railway system in various parts of the State of Michigan?

RESPONSE: See response to Document 33, Comment 60.

- 34 41 **ISSUE:** What kind of security, besides armed guards, will be implemented to safeguard the MX? What impact will these safeguards have on the lifestyles of persons living near the affected areas?

RESPONSE: See responses to Document 33, Comments 7 through 16.

- 34 42 **ISSUE:** How often will the missiles be moved out onto the rail lines for testing purposes? How will people be alerted to this?

RESPONSE: One missile (without warheads) per year would be moved by rail to F.E. Warren AFB, Wyoming and then to Vandenberg AFB, California for test launching. No other movement of missiles on the rail network for test purposes is proposed. There will be no advance public notice of the missile movements for those test firings.

- 34 43 **ISSUE:** What is the impact on the environment and people if there were a derailment while using it?

RESPONSE: See Section 5.4 of the EIS. Also see response to Document 6, Comment 1.

- 34 44 **ISSUE:** Who is responsible for the upkeep, repair, and safety of the tracks and surrounding rights-of-way?

RESPONSE: See response to Document 15, Comment 3.

- 34 45 **ISSUE:** If lawsuits or costs are incurred, who will pay for damages?

RESPONSE: Resolution of those issues would be decided by an agreement between the affected parties, or in the event of a dispute by an appropriate court.

- 34 46 **ISSUE:** How long will it take to move the trains from the base in case of attack? Will the cruise missiles be removed at the same time?

RESPONSE: The issue of whether cruise missiles would be removed during dispersal is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 34 47 **ISSUE:** What railroad track will be used by the Rail Garrison system and will the same lines be used for commercial rail traffic?

RESPONSE: See response to Document 33, Comment 29.

- 34 48 **ISSUE:** How many workers will be employed for this project at Wurtsmith AFB, Michigan, both short and long term?

RESPONSE: During the construction phase, up to 535 workers will be required by the program at Wurtsmith AFB. During operations, 345 military and 63 civilian workers will be employed.

- 34 49 **ISSUE:** How many workers will be employed from all of the areas affected by the project at Wurtsmith AFB, Michigan?

RESPONSE: Up to 919 direct and secondary workers will be needed during the peak construction year at Wurtsmith AFB. During operations, 585 direct and secondary workers will be employed as a result of the program.

- 34 50 **ISSUE:** How many workers will be imported from outside of the Wurtsmith AFB, Michigan area?

RESPONSE: See response to Document 33, Comment 59.

- 34 51 **ISSUE:** How many workers will be retained for ongoing employment for this project at Wurtsmith AFB, Michigan?

RESPONSE: See response to Document 33, Comment 59.

- 34 52 **ISSUE:** Will the federal government guidelines be followed for affirmative action?

RESPONSE: Hiring practices would be set by the contractors who successfully bid on the construction and assembly and checkout projects. While no plans exist to specifically offer positions to minorities, women, or handicapped persons, the Air Force, as well as its contractors, are required to follow the law regarding hiring and employment practices and are prohibited from discriminating against any individual. Advancement opportunities would follow standard practices of the federal government as well as for individual contractors.

- 34 53 **ISSUE:** What services will be set in place in Oscoda, Michigan and other affected areas for persons applying for employment but not hired?
- RESPONSE:** See response to Document 33, Comment 59.
- 34 54 **ISSUE:** What is the projected length of time for the whole proposal?
- RESPONSE:** For purposes of the EIS analysis, construction activities at Wurtsmith AFB, Michigan are expected to begin in 1990 and completed in 1992 with full operations beginning in 1993. The expected life span of the program is 20 years.
- 34 55 **ISSUE:** What support systems will be put in place for the communities disrupted by this project?
- RESPONSE:** If significant impacts are identified in the EIS, appropriate mitigative measures, if necessary, will be coordinated with affected local jurisdictions.
- 34 56 **ISSUE:** What evacuation plans are being made for areas through which the trains will pass? How is the public informed of the plans? Have there been any practices?
- RESPONSE:** See Section 5.5 of the EIS. Also see response to Document 33, Comment 55.
- 35 1 **ISSUE:** Commentor concerned that the Arkansas rail system should be in excellent condition prior to use by the Peacekeeper Rail Garrison train.
- RESPONSE:** See response to Document 24, Comment 2.
- 35 2 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison program at Little Rock AFB because of the lack of negative impacts on the environment.
- RESPONSE:** Noted.
- 36 1 **ISSUE:** Who will review the classified annex to the EIS?
- RESPONSE:** Review and comment will be done by Department of Defense officials and contractors who are knowledgeable about the program. Only those with need-to-know interest and proper clearance will have access to those portions that are classified.
- 37 1 **ISSUE:** Commentor strongly objects to word "Peacekeeper" in naming the system because the system has nothing to do with peace. Request name be discontinued.
- RESPONSE:** President Reagan announced on 22 November 1982 that this missile system would be named "Peacekeeper."
- 37 2 **ISSUE:** Commentor feels the prepared presentation at the Louisiana hearing was technically correct, but was biased and incomplete. Hearing should also have had a prepared presentation of opposing views.
- RESPONSE:** The purpose of the public hearing is to summarize and present the findings of the Draft EIS and to solicit public comment on the

environmental adequacy and accuracy of the Draft EIS. It is not the purpose of the hearings to discuss nonenvironmental controversial subjects, morality, military tactics or general societal issues. Concerns about these issues are best addressed to Congress and the President.

- 37 3 **ISSUE:** How can a car designed to work on the commercial rail system be designed to safely deploy a 195,000 pound missile?

RESPONSE: See response to Document 33, Comment 74.

- 37 4 **ISSUE:** When derailments occur with regularity in both populated and rural areas of east Texas and northwest Louisiana, how can this system be considered safe for missile transportation in emergencies?

RESPONSE: See response to Document 24, Comment 2.

- 37 5 **ISSUE:** Who will drive the trains?

RESPONSE: See response to Document 33, Comment 78.

- 37 6 **ISSUE:** Who will determine the routes of the trains?

RESPONSE: See response to Document 33, Comment 29.

- 37 7 **ISSUE:** If the trains are taken out with the missiles, will they be moved through highly populated areas? What does the Air Force consider a highly populated area and will it stop for commercial rail traffic?

RESPONSE: Depending on the type of movement (initial deployment, movements for maintenance, or for dispersal), highly populated areas will be avoided where feasible. However, during times of national need, the train commander of a dispersed operational train would have authority to travel the national rail network, including through highly populated areas if necessary. He would have the responsibility to ensure safety for the local population. Also see response to Document 33, Comment 76.

- 37 8 **ISSUE:** What is the expected life span of the system?

RESPONSE: See response to Document 33, Comment 61.

- 37 9 **ISSUE:** How long before the system is obsolete and negotiated peace treaties call for its dismantling?

RESPONSE: See response to Document 3, Comment 1.

- 37 10 **ISSUE:** What is the projected risk factor for nuclear accident probability? Hearings stated one to three persons might die as a direct result of the Peacekeeper Rail Garrison system. Explain how this might occur.

RESPONSE: All United States nuclear weapons are designed to withstand extreme conditions without any possibility of nuclear detonation. The risk of other kinds of potential accidents and their environmental consequence are addressed in EIS Section 5.3.4.

- 37 11 **ISSUE:** Is this a first-strike system?

RESPONSE: See response to Document 3, Comment 1.

- 37 12 **ISSUE:** How often will the active system be circulating in the commercial system?

RESPONSE: Only during time of national need.

- 37 13 **ISSUE:** How long will it take to activate the system?

RESPONSE: Operational details involving no environmental impact are beyond the scope of this EIS.

- 37 14 **ISSUE:** The protection of animals is important, but the protection of humans is more important.

RESPONSE: Noted.

- 37 15 **ISSUE:** What is the No Action Alternative?

RESPONSE: With this alternative, the Peacekeeper Rail Garrison system would not be deployed. Activities at F.E. Warren AFB, Wyoming and each candidate Air Force installation would continue to support existing and other proposed missions. Predictions for conditions with the No Action Alternative are discussed under baseline conditions of each location in EIS Chapter 4.

- 37 16 **ISSUE:** While the administration is dismantling missiles, the Pentagon is seeking to build more. This is illogical, threatening, and a wasteful action. Conflict resolution is the result of diplomacy and negotiations.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 38 1 **ISSUE:** Why wasn't a copy of the Draft EIS sent to the university library in Warrensburg, Missouri? The only available copy was in the Warrensburg Public Library.

RESPONSE: University libraries are not as easily accessible to the public as the public libraries, hence copies were sent to public libraries. Additional copies were made available to all who asked for them.

- 38 2 **ISSUE:** Commentor states that the EIS does not adequately examine social effects (such as on family, marriage, race relations, and politics) in interrelation with other effects.

RESPONSE: The National Environmental Policy Act and its implementing Council on Environmental Quality regulations stipulate that an EIS discuss significant environmental impacts (40 CFR 1502.1). Social and socioeconomic impacts are properly included in this discussion to the extent they are judged to be significant. The population changes due to the Peacekeeper Rail Garrison program at Whiteman AFB, Missouri are expected to be small in magnitude compared to the baseline military and civilian population of the area (see EIS Section 4.11.1.3). Moreover, these new residents are likely to have many of the same demographic characteristics as baseline residents of the area, many of whom also are military personnel and dependents. Because these new residents are expected to be both few in number and qualitatively similar

demographically to baseline area residents, effects on family, marriage, race relations, politics, and other social relationships are expected to be negligible. These effects consequently do not warrant further analysis and discussion.

- 38 3 **ISSUE:** Commentor states that there is no comprehensive, holistic assessment of both short-term and long-term consequences of the interrelationships between changes in the biophysical and sociocultural environments.

RESPONSE: Discussion of the relationships between short-term changes in the environment and the long-term consequences are presented in EIS Sections 4.2.13 through 4.12.13.

- 38 4 **ISSUE:** Commentor states that there are a number of programs being developed in Missouri as well as current projects whose cumulative impacts need to be systematically analyzed in relation to this proposed program.

RESPONSE: The cumulative impacts of the proposed program and other known or proposed projects were considered in the EIS to the extent that these projects would be influenced or affected by the proposed program. In some instances, such as the B-2 bomber program at Whiteman AFB, Missouri the cumulative impacts of known or proposed projects were incorporated into the existing and future baseline analyses.

- 38 5 **ISSUE:** Issues of morality, national security policy, and psychological effects need to be part of the assessment process for any EIS. If they are not, the issue of controversy over the effects on the quality of the human environment will not be adequately assessed.

RESPONSE: See response to Document 5, Comment 14.

- 38 6 **ISSUE:** In the Draft EIS, it is often difficult to figure out exactly how conclusions were reached. Footnotes to actual sources used and to describe step-by-step data collection and analysis are needed.

RESPONSE: Descriptions of the criteria used for conclusions regarding the level of impacts and their significance are presented in EIS Chapter 3, Environmental Analysis Methods.

- 39 1 **ISSUE:** Commentor objects to procedures used at public hearings. Air Force officials took up too much time at the beginning of the hearing and a military judge presided.

RESPONSE: The Air Force follows the Council on Environmental Quality Regulations (40 CFR 1500-1508) in its environmental impact analysis process. Those regulations require that agencies "make diligent efforts to involve the public." They allow considerable leeway in the conduct of public hearings. The presentation made by the Air Force at the beginning of each hearing was intended to provide a concise synopsis of the Proposed Action and significant impacts so everyone would have a common understanding of the subject matter. The presentation is believed to have been effective in informing the public and focusing comments on relevant issues.

- 39 2 **ISSUE:** Commentor believes more public hearings should be held in the State of Missouri.
- RESPONSE:** See response to Document 34, Comment 11.
- 40 1 **ISSUE:** Commentor opposed to the system because it is destructive, irrational, and endangering more of the population. To negotiate from strength, we have to be strong economy-wise.
- RESPONSE:** See response to Document 3, Comment 1.
- 41 1 **ISSUE:** Commentor in support of the mission because of the belief that a strong national defense is required for the preservation of our constitutional freedom and that the Rail Garrison plan is a vital part of that defense.
- RESPONSE:** See response to Document 3, Comment 1.
- 42 1 **ISSUE:** Commentor in support of the selection of Whiteman AFB, Missouri for the Peacekeeper Rail Garrison program. In addition to its role in maintaining a strong defense, the base has contributed significantly to the growth and development of this area through its economic impact and the participation of its personnel in community and civic affairs.
- RESPONSE:** Noted.
- 43 1 **ISSUE:** Commentor states the present rail system in Missouri would not be able to support the extra heavy load.
- RESPONSE:** See responses to Document 24, Comment 2 and Document 33, Comment 74.
- 43 2 **ISSUE:** The civilian dispatcher would have to be notified if the MX train entered regular rail systems.
- RESPONSE:** Noted.
- 43 3 **ISSUE:** Commentor states that to leave and deploy from Whiteman AFB, Missouri for any distance, the train would pass through heavily populated areas. This is against the law.
- RESPONSE:** See response to Document 37, Comment 7.
- 43 4 **ISSUE:** The addition of Rail Garrison would make our state (Missouri) a prime target for an attack.
- RESPONSE:** See response to Document 3, Comment 1.
- 43 5 **ISSUE:** The world applauded the INF treaty, reducing by a small percentage the nuclear weapons we possess. Why add to the overkill when we already have 150 missile sites and the stealth bomber in this area?
- RESPONSE:** See response to Document 3, Comment 1.
- 43 6 **ISSUE:** Train crashes and derailments are not uncommon in this country, frequently due to the age and condition of the rails.

RESPONSE: See response to Document 6, Comment 1.

- 43 7 **ISSUE:** Commentor resents the title Peacekeeper Rail Garrison Program. The MX is an offensive weapon and killer, not a Peacekeeper.

RESPONSE: See response to Document 37, Comment 1.

- 44 1 **ISSUE:** Sworn affidavit by the Commission of Henry County, Missouri endorsing Whiteman AFB as a site for the Peacekeeper Rail Garrison.

RESPONSE: See response to Document 3, Comment 1.

- 45 1 **ISSUE:** The proposed Rail Garrison program will affect the moral, sociological, and psychological environment. Why haven't the measurements of the social scientists been sought?

RESPONSE: See responses to Document 5, Comment 14 and Document 38, Comment 2.

- 46 1 **ISSUE:** Commentor states there are too many unprotected environments in the Fairchild AFB/Spokane, Washington area and the program should be placed in an alternate site.

RESPONSE: Noted.

- 47 1 **ISSUE:** Commentor states that Medical Lake and Spokane, Washington support the Rail Garrison project.

RESPONSE: See response to Document 3, Comment 1.

- 48 1 **ISSUE:** The world's environment has not been addressed as it affects such things as the technology race, accidental nuclear war, increased striking power, and nonnuclear powers seeking their own weapons.

RESPONSE: These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 48 2 **ISSUE:** The hypothetical "accidents" are only of one warhead. There may be more. The Draft EIS seems to forget the oversized and overweight system needed.

RESPONSE: The safety analysis considers the fact that each missile carries ten warheads. Also see response to Document 33, Comment 74.

- 48 3 **ISSUE:** The EIS says nothing about the effects of vibration and harmonics on, for example, metal fatigue.

RESPONSE: See response to Document 33, Comment 40.

- 49 1 **ISSUE:** Commentor opposes delivery, burial, and transportation of nuclear missiles with plutonium because no safe method for plutonium storage has been found.

RESPONSE: See response to Document 5, Comment 2.

- 49 2 **ISSUE:** The presence of weapons of this magnitude poses a direct threat to the citizens around the storage areas, for they become a prime target.

RESPONSE: See response to Document 3, Comment 1.

- 49 3 **ISSUE:** The development, presence, and maintenance of the missile contradicts the spirit of the recent United States - Soviet agreement.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 49 4 **ISSUE:** Why not use what appears to be abandoned missile silos near Altus?

RESPONSE: Comparison of alternative basing modes is beyond the scope of this EIS.

- 50 1 **ISSUE:** Comment made that the Draft EIS was received less than a month from the scheduled hearing for Little Rock AFB, Arkansas.

RESPONSE: The Council on Environmental Quality regulations, which implement the National Environmental Policy Act, require the Draft EIS be available at least 15 days prior to the hearing. The Air Force allowed 60 days instead of the required 45 days for public comment in view of the nature of the program. All written comments received consideration equal to verbal ones.

- 50 2 **ISSUE:** All referenced documents in the Draft EIS should have been made easily accessible to the public.

RESPONSE: All referenced documents are in the public domain and can be accessed through public libraries. The Council on Environmental Quality regulations require that the public have access to the Draft EIS and be allowed to comment on it, including any perceived, specific inadequacies of that document. The process does not require that collateral documents be supplied. The military standards and Air Force regulations may be obtained from any Air Force base for reproduction cost (\$0.15 per page) or by mail from Publication Distribution Office, Technical Order Distribution, 63 MAW/DAPD, Norton AFB, CA 92409-5000. For the Integrated System Safety Program for the MX Weapon System, Space and Missile Systems Organization Standard 79-1, you should write to HQ BMO/DADF, Norton AFB, CA 92409-6468. Other documents cited in the Draft EIS may be obtained from the National Technical Information Service, 5285 Port Royal Road, Springfield, VA 22161, Attention Order Control.

- 50 3 **ISSUE:** If the cumulative environmental impacts of classified programs are covered in a classified annex to the Final EIS, how can the public comment on it? Who will review and comment on it?

RESPONSE: There is no requirement for the public to review and comment on a classified document. Also see response to Document 36, Comment 1.

- 50 4 **ISSUE:** On Draft EIS page S-38, it states that the Air Force will follow all relevant laws at the time of decommissioning. What laws will be followed now?

RESPONSE: If decommissioning were to take place soon after the start of operations, National Environmental Policy Act and other applicable environmental laws will be followed.

50 5 **ISSUE:** If a new arms control treaty is signed, how will the Rail Garrison project at Little Rock AFB, Arkansas be decommissioned? How will propellant and nuclear material be disposed of? Is there money set aside for site cleanup?

RESPONSE: The Air Force will fund any required site cleanup. Also see response to Document 33, Comment 63.

50 6 **ISSUE:** Of the 12,000 program-related employment by 1994, how many of these jobs will be military, and how many will be civilian?

RESPONSE: Subsequent to publication of the Draft EIS, the national economic impact analysis (see EIS Section 4.1.1) was revised to include more recent economic information. On the basis of this revision, the number of steady-state jobs is projected at 9,000 in 1994 and thereafter. Approximately 3,000 of these jobs are expected to be military personnel. The remaining 6,000 would be civilian jobs.

50 7 **ISSUE:** Of the civilian jobs in 1994, how many are likely to be with the missile builder?

RESPONSE: Nearly 3,000 jobs, or just under half of all civilian jobs created by the program, are projected to be in the manufacturing sector. A substantial portion of these manufacturing jobs would be in sectors closely associated with production of ongoing replacement and upgrading of missile components and similar technical equipment required by the program.

50 8 **ISSUE:** How many local hires are expected?

RESPONSE: The Peacekeeper Rail Garrison program is projected to generate about 6,000 civilian jobs during the operations phase (see response to Document 50, Comment 6). About 1,600 of these civilian jobs would be in the areas near the deployment installations. Approximately 1,300 of these jobs are projected to be filled by local hires. Additional information on civilian jobs and local hires at each location is presented in Sections 4.2.1 through 4.12.1 of the EIS.

50 9 **ISSUE:** What skills will be needed?

RESPONSE: Skills needed for the construction jobs associated with this program correspond to the skills needed for the various crafts in the construction trade. These would range from general laborers, painters, and drywall installers to operating engineers, electricians, and carpenters. Secondary jobs are expected to include those in the wholesale and retail trade and services sectors. Skills required would vary depending on the positions available.

50 10 **ISSUE:** Can communities support the local labor needs? If not, how many people outside of the communities would be needed?

RESPONSE: Because most of the jobs created by the program would be in urban areas, be small in number compared to the economies of those areas, and require skills presently utilized on similar programs, most of the employees needed by the program are expected to be available in the areas where the jobs would be created. Relatively few people would need to move into the areas where these jobs would be located, and impacts

resulting from the small number of workers who may relocate are expected to be negligible.

- 50 11 **ISSUE:** Will the program-related employed labor force work for minimum wage?

RESPONSE: All of the jobs created by the program are expected to pay wages at or above the minimum wage, with many of the skilled jobs well above the minimum wage. Many similar jobs are presently filled by workers on the Peacekeeper and Minuteman programs. Hiring an adequate labor force for the Peacekeeper Rail Garrison program at these prevailing wages is not expected to present problems.

- 50 12 **ISSUE:** Will training of personnel be provided? Will workers be assisted in locating jobs at the end of construction projects?

RESPONSE: For government personnel employed by the program, the agencies involved have their own training policies and procedures. The EIS assumes that these training policies and procedures would remain in place for this program. For private-sector workers employed by the program, it is not possible to determine precisely who the employers would be. As a result, their personnel policies covering such matters as training cannot be projected with any certainty. Numerous government and private-sector employers would be involved in the program. For government personnel, the agencies involved have established procedures for transferring and reassigning personnel upon completion of either construction or operational assignments, as appropriate, given agency responsibilities and funding at that time. Many private-sector employers are expected to have similar procedures. Some workers may be laid off when construction or operation of the system is completed. Employers on the program will be covered by the unemployment insurance system and related labor laws in the states where the jobs are located. These laws are designed to mitigate the impacts of unemployment on the individuals and communities involved in any lay-offs, and are assumed in this EIS to remain in force.

- 50 13 **ISSUE:** How many minority, handicapped, and women workers will be hired?

RESPONSE: As indicated in the response to Document 50, Comment 12, numerous government and private employers would be involved in the program, each responsible for compliance with applicable labor laws in the states where the jobs would be located. These applicable labor laws include those related to equal employment opportunity and affirmative action in hiring and advancement for minorities, the handicapped, women, and the economically disadvantaged. This EIS assumes these requirements would remain in force. Government regulations require compliance with these requirements for all government agencies, and public contracting laws stipulate compliance by all government contractors.

- 50 14 **ISSUE:** What jobs will you offer to disadvantaged teens?

RESPONSE: No special programs for providing jobs to disadvantaged teens other than those in response to Document 50, Comment 13 are planned.

- 50 15 **ISSUE:** What benefits will employees receive?

RESPONSE: Employment benefits available to personnel working on the program depend on the employers involved. Government employees typically are eligible for sick leave, vacation, partial medical insurance coverage, and other benefits. Many private employers on the program would offer similar benefits to their personnel, though coverage would vary among employers. This EIS assumes these benefit programs would remain in place. For reasons indicated in the response to Document 50, Comment 12, precise information about these benefits is not available at the present time, and further analysis is not warranted since no environmental impacts are expected to be associated with these programs.

50 16 **ISSUE:** Will workers be allowed to unionize?

RESPONSE: Unionization of employees is governed by federal and state labor laws. This EIS assumes these laws would remain in force. Many employees of contractors providing construction and operation supplies and services are unionized at the present time, and this pattern is assumed to continue.

50 17 **ISSUE:** Will part-time positions be available?

RESPONSE: Jobs created by the program are expected to include both full-time and part-time jobs, depending on the specific requirements of the employers involved.

50 18 **ISSUE:** Will advanced notice of decommissioning be given?

RESPONSE: The government will provide advance notice of any decommissioning actions, in the manner required under federal laws and regulations in force at that time.

50 19 **ISSUE:** What kind of advancement opportunities will be offered?

RESPONSE: Advancement opportunities and skill development will depend on the characteristics of individual workers and the nature of their employment. As indicated above, policies will vary from employer to employer, though all will be subject to applicable labor laws and regulations regarding equal employment opportunity and affirmative action.

50 20 **ISSUE:** What skills will employees take to other jobs?

RESPONSE: Since the range of employment opportunities will be large, the range of skills learned by employees will also be large. For this analysis, it was not necessary to identify these particular skills.

50 21 **ISSUE:** How will budget cuts affect the employees on the Rail Garrison program?

RESPONSE: Issues of budget cuts are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

50 22 **ISSUE:** Who will oversee civilian employee health and safety?

RESPONSE: The U.S. Department of Labor, Occupational Safety and Health Administration, and state agencies in states where program jobs are located administer federal and state laws and regulations regarding

employee health and safety. These requirements have the purpose of protecting covered employees while on the job. Government agencies and firms under contract to the federal government will be required to comply with applicable regulations. This EIS assumes these requirements would remain in force.

- 50 23 **ISSUE:** Commentor thinks a discrepancy exists between Draft EIS Page S-39 and Draft EIS Page A-2. If as stated on Page A-2, contract awards to local firms would reduce population immigration and consequently lower demands for temporary housing, how can Page S-39 say that there would be beneficial socioeconomic effects, such as increases in employment and income and greater utilization of vacant housing.

RESPONSE: Beneficial effects would occur because the population immigration would be reduced, not eliminated. Increases in employment and income would be virtually identical regardless of how contracts are awarded.

- 50 24 **ISSUE:** Because on Draft EIS Page S-43 you have identified a major and important archaeological site at the Eaker AFB, Arkansas onbase option, you really have no choice but to avoid this planned site for basing according to Draft EIS Appendix A.

RESPONSE: See response to Document 7, Comment 7.

- 50 25 **ISSUE:** Statement made that eventually we will run out of all common prehistoric sites at Eaker AFB, Arkansas.

RESPONSE: Avoidance is generally the preferred treatment for important (National Register of Historic Places-eligible) archeological sites of all types, whether common or rare. Most sites have at least some research potential, and common site types can be important for understanding past lifeways. Therefore, even impacts on common sites like 3MS528 can be significant. Nevertheless, all sites are not equally important, and the LOI reflects the relative magnitude of the loss to the regional resource base should a given site be disturbed. This evaluation is vital to the decision makers.

- 50 26 **ISSUE:** Draft EIS page 1-3 states that "certain technical aspects of the engineering design and operating concepts for the Peacekeeper Rail Garrison system are still undergoing change." What guarantee can you give that these changes will not affect the Final EIS? Will the public be told if there is a change? If there is a significant change, will the project be abandoned? Why aren't all engineering aspects nailed down yet?

RESPONSE: The environmental impacts of the Proposed and Alternative Actions that are analyzed are not expected to change substantially as a result of changes in certain technical aspects of the program. However, if major changes in the program concept which could have significant environmental impacts are proposed for implementation subsequent to filing of one or more Records of Decision, appropriate additional environmental analyses would be prepared prior to any decision on such changes.

- 50 27 **ISSUE:** In times of national need, civilian traffic is expected to increase. The Draft EIS states that on a national average, the increase in rail traffic would impact the rails slightly. Is this statement true for every

state? What about the local level? Commentor concerned that looking at the problem from a nationwide scope tends to hide any problems that may arise at a local or statewide level.

RESPONSE: At both the local and nationwide levels, the small increase in the number of train trips generated by the Peacekeeper Rail Garrison program would be negligible in terms of the current rail traffic in the affected locations.

- 50 28 **ISSUE:** If servicing is done offbase, how would you establish an explosive safety zone? How will these zones impact the work areas in train yards or in populated areas?

RESPONSE: Servicing and resupply of the trains would require only brief stops and an explosive safety zone would therefore not be required.

- 50 29 **ISSUE:** How will garbage and other wastes be collected and disposed of? How will these wastes be collected and stored onboard the trains?

RESPONSE: Domestic solid waste generated onboard the trains will be gathered, stored onboard, and returned to the base for disposal.

- 50 30 **ISSUE:** How will hazardous wastes, specifically nuclear materials, propellants, igniters, petroleum products, and other explosive materials be stored, handled, and picked up for disposal? How will you inform local public health and safety officials about these hazardous materials under the right-to-know laws?

RESPONSE: The Environmental Protection Agency, Department of Defense, and Department of Energy regulations govern the handling and disposal of hazardous waste. These regulations will be complied with when dealing with all waste generated by this program. The Air Force hazardous waste program at all bases must comply with the "cradle to grave" management concept of material and wastes required by the Resource Conservation and Recovery Act of 1976, as amended. All federal, state and local standards and procedures required to manage, store, transport and dispose of wastes are used (see response to Document 33, Comment 68). Air Force managers at each installation have and will continue to participate in local planning commissions for the purpose of sharing information to include hazardous materials needed in responding to an emergency involving Air Force property.

- 50 31 **ISSUE:** On Draft EIS Page 1-14 it states that "Peacekeeper Rail Garrison test facility requirements at other locations are generally minor and form part of their regular missions." What exactly are these test requirements? What are the chances of a mishap occurring?

RESPONSE: Since a silo-based Peacekeeper system is currently in operational status at F.E. Warren AFB, Wyoming, testing requirements for proposed Rail Garrison basing will primarily involve its adaptation to a rail-mobile system. Initial launch ejection tests of missile-weight dummies from rail-based canisters will not create significant health or safety risks under any potential mishap possibility. Full operational tests will be conducted at Vandenberg AFB, California where risk management procedures have prevented all mishap-related public consequences.

50 32 **ISSUE:** Will new scoping hearings be conducted if a second rail connection from a garrison to a main line is considered at a later date? Will a new EIS be drafted and opened to public comment?

RESPONSE: Appropriate environmental analyses will be prepared in accordance with the Council on Environmental Quality regulations (40 CFR §§ 1500-1508) and Air Force Regulation 19-2. (See Section 1.3 of the EIS.)

50 33 **ISSUE:** At the time of decommissioning, what happens to the nuclear material such as the solid propellant, igniter, liquid fuel, any high explosive material, and other components of the missile.

RESPONSE: See response to Document 33, Comment 63.

50 34 **ISSUE:** If the destruction method of decommissioning is to be by firing the missile, as the Pershing missiles are, how will this impact the environment at the firing line?

RESPONSE: See response to Document 33, Comment 63.

50 35 **ISSUE:** If you stockpile the weapons at decommissioning, how will leakage be prevented?

RESPONSE: See response to Document 33, Comment 63.

50 36 **ISSUE:** The rail transportation section needs to address the impacts on state and local levels as well as national levels.

RESPONSE: See response to Document 33, Comment 76.

50 37 **ISSUE:** Will the garrison trains pick up empty rail cars to make it look real? What impact will this have on the railroads?

RESPONSE: The trains would resemble existing railroad equipment as much as possible. The current concept is to include two locomotives, two missile launch cars, two security cars, a launch control car, and a maintenance car. Additional cars may be added as required for operation. These cars will not be taken from the regular rail car inventory and will have no impacts on the railroads.

50 38 **ISSUE:** If loaded rail cars are used as extra rail cars, will the criteria for explosive zones apply to them?

RESPONSE: As a general precaution at all Air Force bases, explosive safety zones provide safe distance between places where explosives are stored or processed and other specified locations. The explosive safety zone for the Peacekeeper train will not be affected by the addition of any extra cars. Explosive safety zones are established from the perimeter of facilities containing explosive material, not from the equipment or material inside the facility. The size of the zone is determined by the net equivalent weight (to TNT) of the explosive material stored.

50 39 **ISSUE:** How will the public be protected from attack?

RESPONSE: Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

50 40 **ISSUE:** Why wasn't the controversy over the purpose, need, or desirability of this program not considered in evaluating the significance of impacts?

RESPONSE: Possible controversy over the purpose, need, or desirability is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

50 41 **ISSUE:** Why weren't the psychological impacts of the basing plan addressed?

RESPONSE: See response to Document 5, Comment 14.

50 42 **ISSUE:** Why are only the elementary schools looked at when applying the significance criteria of pupil-to-teacher ratios?

RESPONSE: The education analysis in the EIS primarily addressed impacts on elementary schools because the majority of program-related students, 55 percent of the total, were expected to enroll in grades at the elementary level, versus approximately 15 percent at the junior high level, and 30 percent at the senior high level. Given these projections, even at the base with the most additional students, no more than 30 junior high and 50 senior high students would be expected. These additions would be manageable in light of the higher pupil-to-teacher ratio prevalent at the secondary level, the flexibility of a period/module system to evenly absorb students, and the option to bus secondary students. Most school districts in order to maintain the neighborhood school concept, are adverse to busing at the elementary level.

50 43 **ISSUE:** What methods will be used to keep vegetation clear of the area between the garrison perimeter fences, plus two additional 45-foot clear zones immediately inside and outside of the fences? If herbicides are used, what will they be?

RESPONSE: The Air Force uses a variety of methods to control vegetation for security purposes including mowing and herbicide application. When herbicides are required, an EPA approved herbicide will be applied by a licensed contractor in accordance with the instructions on the container label.

50 44 **ISSUE:** If herbicides are used to clear vegetation between the garrison perimeter, how will this affect the soil both in the short term and long term?

RESPONSE: The application of chemical pesticides and herbicides will not cause significant adverse environmental impacts. These chemicals are regulated by the U.S. Environmental Protection Agency and when applied in the prescribed concentration for their intended use, will not present unreasonable risks to the environment or human health effects.

50 45 **ISSUE:** When the garrison is decommissioned, will the land be restored to its original condition?

RESPONSE: See response to Document 33, Comment 63.

50 46 **ISSUE:** Draft EIS Page 4.8-1 states that "the 3.6 miles of existing track would require upgrading." Is this rail an example of the rail systems in Arkansas? Will all the rails in the state be upgraded?

RESPONSE: No, this information was provided to describe program requirements to upgrade this spur line and not as an example of the rail system in Arkansas. No other rail tracks in the state will be upgraded as part of the program.

50 47 **ISSUE:** Will all the rails in the State of Arkansas be nuclear certified?

RESPONSE: The rails are not critical nuclear weapon components and therefore will not be nuclear certified.

50 48 **ISSUE:** Who will pay for the additional teachers in the Little Rock AFB, Arkansas area? Where will the qualified teachers come from?

RESPONSE: The referenced increases refer to normal growth under baseline conditions of approximately 1.3 percent per year during the 1990 to 1995 period. This level of baseline growth would be able to be accommodated through existing funding mechanisms.

50 49 **ISSUE:** Can the local economies in the Little Rock AFB, Arkansas area withstand tax increases to pay for additional teachers?

RESPONSE: The projected teacher requirements under baseline conditions would be funded through a combination of state, federal, and local revenue sources. State funding accounts for about two-thirds of local district revenues. Revenue from local tax sources would naturally increase as the tax base expands under normal baseline growth conditions. No increases in the tax burden on existing residents is projected.

50 50 **ISSUE:** Why is it that the Draft EIS never mentioned that Arkansas ranks near the bottom of nearly every measure when it comes to education? Commentor concerned that the education system in Arkansas is already overburdened.

RESPONSE: The purpose of the Draft EIS is to ascertain the impact of the additional enrollment due to the program. A comparative analysis of educational measures between all Arkansas schools and other schools is not within the scope of this analysis.

50 51 **ISSUE:** Who will pay for the additional people needed in public services in the Little Rock AFB, Arkansas area? If additional people are not hired, what will be the impacts on the already rising crime rate and burdened health care system?

RESPONSE: The additional personnel required under baseline conditions would be supported under existing programs. If additional personnel were not hired, service levels, as measured by the number of personnel per 1,000 population, would decrease from 6.5 to 6.4 in the City of Jacksonville. This reduction in personnel per 1000 population will not greatly affect the city's ability to provide public safety and health services.

50 52 **ISSUE:** Of the new jobs created in the Little Rock AFB, Arkansas area, will these jobs be skilled or unskilled positions? Does the community have the necessary skills to support this effort?

RESPONSE: During the construction phase, the direct employment would generally be for skilled workers, although some unskilled labor would also be required. Approximately 80 percent of the direct, civilian worker, and secondary jobs created by the program would be filled from the local labor market.

- 50 53 **ISSUE:** Will the new jobs created in the Little Rock AFB, Arkansas area be paid minimum wage only or better?

RESPONSE: See EIS Sections 4.2.1 through 4.12.1.

- 50 54 **ISSUE:** What secondary jobs in the Little Rock AFB, Arkansas area will the project create? What is the creation of secondary jobs based on?

RESPONSE: Secondary job creation is assumed to be across all sectors of the local economy and is based on respending of program-generated income in the local economy.

- 50 55 **ISSUE:** Will the Air Force pay for the costs incurred by the increased demands in the Little Rock AFB, Arkansas area on potable water treatment, wastewater, and solid and hazardous waste?

RESPONSE: The Air Force contracts with the City of Jacksonville for potable water and wastewater treatment and private firms for waste disposal. No new facilities would be required to provide the service, and the fees paid for these services should cover any increased costs associated with meeting the new demands.

- 50 56 **ISSUE:** Will the proposed increases in diesel fuel demand cause shortages in the country and drive prices up? Where will the fuel come from? Will this use impact whatever local area you stop in? Will accidents and spills increase because of an increase in traffic from hauling in the fuel?

RESPONSE: The Air Force will purchase diesel fuel through contracts with local suppliers. These purchases are not anticipated to affect the supply and price. The Air Force will be revising the Spill Prevention and Response Plan for each installation to include new procedures necessary to react to any mishaps associated with the Peacekeeper Rail Garrison program.

- 50 57 **ISSUE:** What are the environmental impacts of moving the seven existing onbase facilities, the conventional weapons storage area, and especially the Defense Reutilization and Marketing Office (DRMO) and its hazardous waste storage area at Little Rock AFB, Arkansas as discussed on Draft EIS Page 4.8-21?

RESPONSE: The relocation of these facilities will be accomplished in accordance with Air Force construction and environmental regulations. The environmental impacts are discussed in EIS Section 4.8.

- 50 58 **ISSUE:** If the Defense Reutilization and Marketing Office (DRMO) at Little Rock AFB, Arkansas is relocated, where will the hazardous wastes be disposed? Will this facility comply with the right-to-know laws?

RESPONSE: The DRMO will be relocated to another site onbase and will continue to store the waste prior to shipment to Environmental Protection Agency approved treatment and disposal facilities. Also see response to Document 50, Comment 30.

50 59 **ISSUE:** Commentor thinks that with the recent drought and groundwater levels dropping steadily in the Little Rock AFB, Arkansas area, any increased water usage should be considered significant. Will additional studies be conducted in the area using more current data?

RESPONSE: According to the U.S. Geological Survey in Little Rock, Arkansas groundwater declines are prevalent in the rice-growing areas of Lonoke County, 5 to 10 miles east of Jacksonville. The Jacksonville Water Department reports little decline in its wells in recent years. The amount of water needed to support the Rail Garrison program is relatively minor, approximately 180 acre-ft/yr, and will be supplied primarily from Jacksonville's water system. This 3 percent increase in water use in the Jacksonville system is not expected to materially affect groundwater availability in the area. No additional water supply studies are planned in support of this program (see EIS Section 4.8.7).

50 60 **ISSUE:** Will farmers in the Little Rock AFB, Arkansas area be compensated when they are no longer able to pump water to irrigate their crops?

RESPONSE: This program is not expected to materially diminish groundwater supplies available to local farmers. Therefore, no need for compensation is anticipated (see EIS Section 4.8.7).

50 61 **ISSUE:** What will the extra water on the project be used for?

RESPONSE: Of the approximately 180 acre-ft/yr of water needed for long-term operations of the program at Little Rock AFB, 24 acre-ft/yr or 13 percent would be used for office workers and system support at Little Rock AFB. The remaining 87 percent would be used to meet the domestic water needs of the estimated 426 new workers and dependents who will move into the area as a result of the program (see EIS Section 4.8.7.3).

50 62 **ISSUE:** What would be the effects of an earthquake on the garrison at Little Rock AFB, Arkansas?

RESPONSE: Earthquakes at Little Rock AFB have been addressed under EIS Sections 3.9.4 and 4.8.8.2. Structures constructed for the proposed program would be designed with consideration given to the maximum credible event. The occurrence of an earthquake and potential environmental effects of the program have also been addressed as a separate issue in Safety under EIS Section 5.2.3.

50 63 **ISSUE:** Should an earthquake occur, what safeguards will protect the public from radioactive material and other hazardous materials?

RESPONSE: No radioactive or hazardous material release risk is expected from the effect of an earthquake (see EIS Section 5.2.3).

50 64 **ISSUE:** If an earthquake damages the rails such that the trains could not be deployed from the garrison, will the missile be launched at the garrison site? What would be the impact of launch?

RESPONSE: Issues of intentional launch of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 50 65 **ISSUE:** What if the missile fails to fire, or if the rocket does ignite, strays off course? And even if the rails are not damaged, would the missile be launched from the garrison site anyway (upon orders)?
- RESPONSE:** Issues of intentional launch of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 50 66 **ISSUE:** What training will be given to local and state agencies? Who will pay for this training?
- RESPONSE:** See response to Document 33, Comment 55.
- 50 67 **ISSUE:** Who will pay if the public needs to be evacuated for any reason? What would be the impacts of evacuations on the local economy? Will the loss of business and crops be compensated?
- RESPONSE:** Requests for compensation for damage or loss involving an Air Force activity will be evaluated in accordance with Air Force regulations.
- 50 68 **ISSUE:** How will the spread of chemical and/or nuclear contamination be controlled? Who will pay for current and future medical bills if the public inhales or ingests nuclear material?
- RESPONSE:** Control of chemical and/or nuclear contamination from an accident would depend on such factors as terrain, geology, and meteorological conditions and the manpower and equipment available. See the discussion in EIS Section 5.5. The question of damages to injured parties in case of an accident is beyond the scope of this EIS. Requests for compensation for personal injuries involving an Air Force activity will be evaluated in accordance with Air Force regulations.
- 50 69 **ISSUE:** Will the civilian employees and railroad crews be trained in accident/incident response?
- RESPONSE:** The personnel training programs will include appropriate emergency response procedure training. Also see response to Document 33, Comment 55.
- 50 70 **ISSUE:** In a national emergency, will the civilian pilots be overruled on rail safety matters and operating practices?
- RESPONSE:** See response to Document 33, Comment 78.
- 50 71 **ISSUE:** Who will monitor the trains during normal operating conditions?
- RESPONSE:** See response to Document 33, Comment 78.
- 50 72 **ISSUE:** Will the Air Force submit to any ruling or judgment against them on bad rail practices or rule/law infractions?
- RESPONSE:** Yes. Appropriate disciplinary action will be taken against Air Force personnel who violate the law or are derelict in the performance of their military duties.
- 50 73 **ISSUE:** In the State of Arkansas, what are the chances of a grade crossing collision between the train and other vehicles? Has this problem been looked into on a state-by-state basis?

RESPONSE: The chances of a grade crossing collision were considered in the safety analysis using rail incident data provided by the Federal Railroad Administration. The national rail network averages were used in the safety analysis; regional differences in reported rail incidents were judged not to be substantially different from the national averages.

- 50 74 **ISSUE:** What are the details of the training to be given to the operating crew? Will trainees drive the train? Who will design and develop these courses? What retraining requirements will there be? How often will new personnel come onboard? How long will it take these personnel to be fully qualified? Will civilian employees and train crew members be trained?

RESPONSE: See response to Document 15, Comment 5.

- 50 75 **ISSUE:** What hazardous materials will be used or generated by the Rail Garrison?

RESPONSE: See response to Document 33, Comment 68.

- 50 76 **ISSUE:** Will the local public safety and health officials receive the Material Safety Data Sheets listing all hazardous wastes associated with the Rail Garrison program?

RESPONSE: See response to Document 50, Comment 30.

- 50 77 **ISSUE:** If a blizzard stops a train, will an explosive hazard zone be established? If yes, how will this be done? Will any of the local population that falls in this zone be relocated?

RESPONSE: If it becomes necessary to stop the train for natural causes such as a blizzard, relocation of local personnel would be evaluated. If relocation is carried out, it would be accomplished considering federal, state, and local disaster plans and regulations.

- 50 78 **ISSUE:** Will the Air Force compensate businesses or farmers for loss of income if a blizzard requires establishment of an explosive safety zone and relocation of the local population?

RESPONSE: In the extremely remote situation where natural causes such as a blizzard stop the train and it becomes necessary to relocate local population, compensation for damages and loss involving this Air Force activity would be evaluated in accordance with Air Force regulations.

- 50 79 **ISSUE:** Why aren't man-made disasters addressed, such as collisions by other trains, sabotage, or plane crashes?

RESPONSE: The accident statistics used in the safety analysis for the EIS are collected by the Federal Railroad Administration. They include all accidents causing more than a certain monetary level of damage to railroad equipment (approximately \$5,000). The accident rate used for the analysis thus includes collision with other trains, vandalism which leads to serious accidents, and derailment caused by sabotage. Plane crashes are analyzed in EIS Section 5.3.2. Also see EIS Sections 5.2.1.1 and 5.3.1.1 for the rail accident data used in this analysis.

- 50 80 **ISSUE:** What is the environmental impact of fuel leakage during refueling or maintenance?

RESPONSE: All refueling and maintenance facilities will be designed to capture any release of fluids and these fluids will be disposed of in an environmentally safe manner.

50 81 **ISSUE:** What are the chances of an accident during maintenance?

RESPONSE: The probability and consequences of accidents during maintenance were considered. The probability of such accidents is so low compared to the probability of transportation accidents that they do not contribute substantially to the total risk.

50 82 **ISSUE:** How will the environment be protected from runoff of spilled material?

RESPONSE: If it ever becomes necessary, runoff from a spill will be contained to the extent possible using the materials and equipment available at the time. Because there is no way to be sure it can be contained, the environmental impacts of spills are described in EIS Chapter 5.

50 83 **ISSUE:** Because water is incompatible with many of the missile components, what will be used for fire fighting or spill control?

RESPONSE: Though water would not be an effective fire fighting substance, it could be used to prevent the spread of the fire or to extinguish secondary fires. There is no substantial risk from using water on or in the vicinity of missile components, for either fire or spill control.

50 84 **ISSUE:** If spilled toxic material gets into the local creeks and rivers, how will this impact the wildlife? Who will clean up this problem?

RESPONSE: The release of toxic substances into aquatic habitats would adversely affect wildlife including increased mortality and disruption of feeding and reproductive behavior. The extent of the impact on wildlife would be dependent upon the quantity of toxic substance released, the toxicity of the substance, and the susceptibility of the wildlife species affected. The Air Force will be responsible for cleaning up toxic substance spills that originate on Air Force installations or from Air Force equipment such as the Peacekeeper train. This will be done in accordance with the National Contingency Plan published by the Environmental Protection Agency in 1985 and currently being reissued to reflect the amendments made under the Superfund Amendment and Reauthorization Act of 1986 and Executive Order 12580.

50 85 **ISSUE:** What are the chances of a high explosive detonation? What are the toxicological effects of the nonnuclear materials in the warhead?

RESPONSE: It is assumed that the question asks about an explosion of the high explosive (nonnuclear) in the warhead. They are insensitive high explosives which tolerate strong shock and high temperatures without detonating. As a result, such an explosion is a much less likely cause of radioactive material dispersal than a missile propellant fire or explosion. The missile and warhead contain metals and plastics which would produce toxic gases if burned. In the event of a fire involving the missile, the toxic effects of nitrogen oxides and hydrochloric acid would overwhelm other toxic gases. The toxic effects of those gases are described in Section 5.4 of the EIS.

50 86 **ISSUE:** Because most of the operations will be in rural areas in the Little Rock AFB, Arkansas area, will local law enforcement agencies be able to handle the security required? When and how will they be trained? Who will train them? What kind of training will they receive? Who will pay for this training and who will pay for the use of these officials in an emergency?

RESPONSE: The operational Peacekeeper trains would only be on commercial tracks when directed to disperse by a higher authority. If trains were dispersed, Air Force security personnel would deploy with the trains. Security personnel would react to threats as necessary. If an accident involving a Peacekeeper train, airplane, or truck carrying missiles or components should occur, the Department of Defense (DOD) and the Environmental Protection Agency (EPA) would respond and assume responsibility of the cleanup from whatever local response agencies that initially arrived. DOD and EPA would deploy teams specially trained and equipped to deal with any contingency. They would also obtain assistance from other federal or local agencies as necessary. Also see response to Document 33, Comment 10.

50 87 **ISSUE:** If crime, riots, etc., arise because of the program in the Little Rock AFB, Arkansas area, how will these problems be handled?

RESPONSE: See response to Document 30, Comment 86.

50 88 **ISSUE:** Regarding Draft EIS Appendix A, will studies be conducted on the air, ground, water, and animal and plant life at all proposed sites to establish baseline data for such chemicals such as nitrogen, nitrate, nitrous acid, ammonia, sulfide, sulfites, methane, organic halogen, and chloroform?

RESPONSE: No such monitoring is planned regarding water or air quality. The Air Force does not anticipate conducting detailed studies at the proposed sites in order to establish baseline data for nitrogen, nitrate, nitrous acid, ammonia, sulfide, sulfites, methane, organic halogen, and chloroform, nor for natural and man-made radioactive elements such as rubidium, strontium 90, cesium, iodine, cobalt, and tritium. However, the flora and fauna of the proposed sites have been characterized and documented.

50 89 **ISSUE:** Regarding Draft EIS Appendix A, will the Air Force perform continuous monitoring at all sites to look for changes and trends in chemical baseline data?

RESPONSE: No such monitoring is needed.

50 90 **ISSUE:** Regarding Draft EIS Appendix A, will the Air Force conduct studies on the air, ground, water, and animal and plant life at all proposed sites to establish baseline data on natural and man-made sources of radiation and radioactive elements such as rubidium, Strontium 90, cesium, iodine, cobalt, and tritium?

RESPONSE: See response to Document 50, Comment 88.

50 91 **ISSUE:** Regarding Draft EIS Appendix A, will baseline data and continuous trend monitoring be conducted at all sites for gross alpha and beta radiation emissions from natural and man-made sources?

RESPONSE: No such monitoring is needed.

- 50 92 **ISSUE:** Regarding Draft EIS Appendix A, will the Air Force establish continuous monitoring at all sites for oil and grease contamination of the ground and water?

RESPONSE: Many of the bases routinely monitor for oil and grease concentrations downstream of runways and flight operations areas. No additional monitoring of this type will be carried out for the Peacekeeper Rail Garrison program.

- 50 93 **ISSUE:** Regarding Draft EIS Appendix A, will the Air Force set maximum limits on chemicals, elements, and materials? What will the environmental impacts be of exceeding the limits that are set?

RESPONSE: No. The Air Force Occupational Safety and Health and Environmental Protection Programs use established Occupational Safety and Health Administration standards to monitor and prevent occupational exposures in the workplace and applicable Environmental Protection Agency (EPA) standards to preserve the quality of the environment on our installations. If an incident should occur, where a release to the environment is possible, investigative actions to determine the impact will be in concert with EPA, state, and local regulatory authorities.

- 50 94 **ISSUE:** Regarding Draft EIS Appendix A, will the Air Force monitor the workplace and surrounding environment for beryllium and beryllium compound contamination as well as chromates and hydrazine? What are the environmental impacts of exceeding established limits?

RESPONSE: See response to Document 50, Comment 93.

- 50 95 **ISSUE:** During welding activities at the sites, especially when welding stainless steel components, will the Air Force monitor the environment for ozone production and for chromium and nickel compounds?

RESPONSE: Yes, Welding by products are routinely monitored to protect our workers from any occupational exposures. Also see response to Document 50, Comment 93.

- 50 96 **ISSUE:** Should an accident involving extremely flammable materials occur with one of the MX trains nearby, could the missile cars withstand the force of the LP gas explosion and resulting fire? Could the heat from such a fire cause the rocket's solid or liquid fuel to ignite? What would be the environmental impact of such a combined disaster? How could fire fighters cope with such a problem?

RESPONSE: The probability of a series of events such that components of the Peacekeeper train (e.g., the missile car) could be damaged by accidents involving volatile materials associated with a nearby facility or train is extremely remote. Nevertheless, the EIS (Chapter 5) described the environmental and human health effect of such an event.

- 50 97 **ISSUE:** Will the Air Force place LP gas tank cars or any other type of rail cars carrying hazardous materials on an MX train to make it look real?

RESPONSE: No.

50 98 **ISSUE:** Even though preventive maintenance of the garrison's rail cars is planned, will that extra maintenance be performed on the other rail cars which may be used?

RESPONSE: Maintenance will be performed on all rolling stock used on the Peacekeeper trains.

50 99 **ISSUE:** Will the garrison train crews be allowed to take drugs to keep the crews alert, such as Dexedrine and Seconal, during the dispersal runs and heightened tensions?

RESPONSE: No. Also see response to Document 15, Comment 4.

50 100 **ISSUE:** How often will the crews be relieved? How will this be accomplished when the garrison is dispersed?

RESPONSE: No problem with fatigue is anticipated. Operational Peacekeeper trains will have sufficient crew members onboard to perform the required duties during dispersal.

50 101 **ISSUE:** How can the Air Force say for sure that they will be able to clean up any contamination from accidents involving a nuclear warhead when post accidental contamination is still present in the world?

RESPONSE: Cleanup would be to acceptable levels, as defined by Environmental Protection Agency. Responsible Air Force, railroad, and civilian authorities will be notified and corrective actions will be taken. Also see response to Document 33, Comment 55.

50 102 **ISSUE:** How would the Air Force attempt to clean up a nuclear warhead accident?

RESPONSE: The methods used would depend on the local conditions, the extent of contamination, etc. A general description of possible methods is included in Section 5.5.2 of the EIS.

50 103 **ISSUE:** Can any radioactive materials or contamination enter the food chain?

RESPONSE: The safety analysis done for the EIS includes calculation of the incorporation of radioactive materials into the food chain and resulting human exposure. The contribution to the total risk from that possibility is very small because the predominant radioactive material that would be dispersed, plutonium dioxide, is relatively insoluble and very little would enter the food chain.

50 104 **ISSUE:** What is the toxicological effect of ingesting or inhaling plutonium?

RESPONSE: The toxicological effects of ingesting or inhaling plutonium include deposition in the lung, liver, and bone with resulting disease including the induction of cancer. However, the toxic effect is negligible compared to the radiation risk.

50 105 **ISSUE:** What is the half-life of plutonium and other nuclear material in the warhead? What elements will the nuclear materials decay to? Will these daughter products be toxic also?

RESPONSE: Plutonium 239 has a half-life of 24,390 years. The other radioactive materials in the warhead and plutonium decay daughter products contribute insignificant levels of radiation exposure and toxicity risks compared to the plutonium. Analysis of the risks as though only plutonium was dispersed in EIS Chapter 5 adequately quantifies the risk.

- 51 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison program at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 52 1 **ISSUE:** Commentor in support of the program.

RESPONSE: See response to Document 3, Comment 1.

- 53 1 **ISSUE:** Commentor supports deployment of the Peacekeeper Rail Garrison program at Whiteman AFB, Missouri. The economic impact of the program and additional diversification of people coming to the area would be a benefit to Warrensburg, Johnson County, and the surrounding area.

RESPONSE: Noted.

- 54 1 **ISSUE:** Commentor supports the removal of all nuclear weapons because of religious beliefs.

RESPONSE: See response to Document 3, Comment 1.

- 55 1 **ISSUE:** Commentor in support of the program, sees no adverse effect on the environment which cannot be controlled and believes the central location of Whiteman AFB, Missouri is an ideal location for deployment of the system.

RESPONSE: Noted.

- 56 1 **ISSUE:** Commentor opposed to placing Peacekeeper Rail Garrison at Wurtsmith AFB, Michigan because the commentor does not like the trains on the state's commercial tracks; increased danger of sabotage, terrorism, and accident; and the negative impact on the environment.

RESPONSE: Noted.

- 56 2 **ISSUE:** What happens to the program if a new arms control agreement is signed?

RESPONSE: See response to Document 3, Comment 1.

- 57 1 **ISSUE:** Commentor enclosed various pieces of literature in support of his opinion that nuclear weapons are unjustifiable and it is a crime against humanity to develop or deploy them.

RESPONSE: See response to Document 3, Comment 1.

- 58 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 59 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison program at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 60 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison at Little Rock AFB, Arkansas because the base is designed to accommodate more active duty personnel, work ethic is strong, quality of life is excellent, and attitude toward military presence is very supportive.
- RESPONSE:** See response to Document 3, Comment 1.
- 61 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 62 1 **ISSUE:** West Plains Association of Cities (Washington) supports the results of the Peacekeeper Rail Garrison EIS. The report is environmentally and economically balanced reflecting a fair and accurate report of the facts.
- RESPONSE:** Noted.
- 63 1 **ISSUE:** It is not ethical to spend so much money, resources, and time on a project which ultimately does not keep peace, but robs human development and the environment.
- RESPONSE:** See response to Document 32, Comment 1.
- 64 1 **ISSUE:** Statement in support of Rail Garrison at Whiteman AFB, Missouri. No significant problems foreseen in changes of wetlands, and the economic base would be enhanced in Henry County.
- RESPONSE:** Section 4.11.6.3 of the EIS provides a discussion on the impacts to wetlands at Whiteman AFB. Also see response to Document 3, Comment 1.
- 65 1 **ISSUE:** Public hearing should have been held at several locations in Missouri.
- RESPONSE:** See response to Document 34, Comment 11.
- 65 2 **ISSUE:** The Draft EIS fails to address the economic impacts on tourism.
- RESPONSE:** See response to Document 33, Comment 4.
- 65 3 **ISSUE:** You must consider the environmental impacts of a first strike.
- RESPONSE:** See response to Document 3, Comment 1.
- 66 1 **ISSUE:** Statement and resolution from the City of Clinton, Missouri in support of Peacekeeper Rail Garrison at Whiteman AFB because of positive economic impacts and excellent community support.
- RESPONSE:** Noted.

- 67 1 **ISSUE:** The system would make the Midwest an even more likely target. Statements make reference to a report on Rail Garrison basing mode, its trains and movements. System violates the Geneva Convention and has the intention to violate the Salt II Treaty. System will destabilize START talks and decrease national security. System inconsistent with United States negotiating position. Need to pursue policies to enhance security through mutual, verifiable agreements to halt and reverse the arms race.
- RESPONSE:** See response to Document 3, Comment 1.
- 67 2 **ISSUE:** The effects of deployment on civil defense as system is dispersed need to be addressed.
- RESPONSE:** See response to Document 33, Comment 55.
- 68 1 **ISSUE:** The system is a threat to life, our foreign policy, and how safe is it?
- RESPONSE:** See response to Document 3, Comment 1. Safety is addressed in EIS Chapter 5.
- 69 1 **ISSUE:** Since train tracks are easily destroyed, why not put these weapons on trucks and use the road system.
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 70 1 **ISSUE:** Statement from Johnson County Commission in support of Peacekeeper Rail Garrison deployment at Whiteman AFB, Missouri for its strategic location and the added economy the base will generate.
- RESPONSE:** Noted.
- 71 1 **ISSUE:** Statement for the record in support of Peacekeeper Rail Garrison system at Whiteman AFB, Missouri because of the base's location and accessibility, most of the impacts would not be significant, and there would be economic benefits.
- RESPONSE:** Noted.
- 72 1 **ISSUE:** Commentor endorses the Draft EIS for the Peacekeeper Rail Garrison program because it is an effective product and provides anyone with the totality of information needed to make an enlightened decision on the program.
- RESPONSE:** Noted.
- 73 1 **ISSUE:** Commentor in support of the efforts of the Armed Forces in their attempts and successes in maintaining proper balance of world power in order to preserve world peace.
- RESPONSE:** See response to Document 3, Comment 1.
- 74 1 **ISSUE:** Commentor supports and endorses the Peacekeeper Rail Garrison at Whiteman AFB, Missouri because of positive community support, good base relations, and strong positive economic impact.
- RESPONSE:** Noted.

- 75 1 **ISSUE:** Commentor supports the proposed Peacekeeper Rail Garrison at Wurtsmith AFB, Michigan.
- RESPONSE:** See response to Document 3, Comment 1.
- 76 1 **ISSUE:** Commentor feels the Rail Garrison program would be an asset to the area and would be welcomed by the citizens.
- RESPONSE:** See response to Document 3, Comment 1.
- 77 1 **ISSUE:** Commentor in support of the proposed Peacekeeper Rail Garrison facility at Wurtsmith AFB, Michigan.
- RESPONSE:** See response to Document 3, Comment 1.
- 78 1 **ISSUE:** Statement for the record supporting the Peacekeeper Rail Garrison at Whiteman AFB, Missouri because of its strategic location, its accessibility, and the continued added economy the base generates.
- RESPONSE:** Noted.
- 79 1 **ISSUE:** Commentor opposed to the Peacekeeper Rail Garrison program and suggests a comprehensive test ban treaty. Also has concerns of national security.
- RESPONSE:** See response to Document 3, Comment 1.
- 80 1 **ISSUE:** We should decrease, not increase, bombs as, in fact, we and the Soviets are dismantling bombs. Putting more bombs on rail increases the chance of accidents.
- RESPONSE:** See response to Document 3, Comment 1.
- 81 1 **ISSUE:** Commentor opposed to the Peacekeeper Rail Garrison at Whiteman AFB, Missouri because the area already has the Minuteman missile and the Stealth bomber is coming and because the Peacekeeper is too costly.
- RESPONSE:** See response to Document 3, Comment 1.
- 81 2 **ISSUE:** Commentor thinks the railroads are not safe enough to handle the system. They should be put on submarines instead. Peacekeeper would be safer in submarines than the railroads.
- RESPONSE:** See response to Document 6, Comment 1.
- 82 1 **ISSUE:** Why has the Air Force restricted its investigation of environmental impact issues to only the area immediately surrounding the proposed bases, specifically Whiteman AFB, Missouri?
- RESPONSE:** Environmental impacts are evaluated in the areas where program induced effects of any magnitude may be expected to occur. At Whiteman AFB, as with all candidate bases, the region of influence will only extend outward from the base, a certain distance. Since no impacts are expected to be experienced beyond this distance, an investigation outside the ROI is not necessary. Nationwide impacts are discussed for relevant issues such as socioeconomics, transportation, and safety. See EIS Sections 4.1.1 and 4.1.2 and Chapter 5.

- 82 2 **ISSUE:** Why were there no hearings held in any areas except at the proposed sites?
- RESPONSE:** See response to Document 34, Comment 11.
- 82 3 **ISSUE:** The Draft EIS does not address the human factor, i.e., issue of human fallibility.
- RESPONSE:** See Section 5.1.2 of the EIS.
- 82 4 **ISSUE:** What number of people would constitute a reasonable amount as expendable in an accident in order to implement this system?
- RESPONSE:** People are not expendable. Our American tradition places great value on human life. Safety has been, and will continue to be, the primary concern in the Peacekeeper Rail Garrison system deployment and operation.
- 82 5 **ISSUE:** The Draft EIS barely touches on the environmental impact that would occur should an MX train have an accident in a relatively isolated area or near a vast metropolitan city with millions of people.
- RESPONSE:** The safety analysis summarized in Chapter 5 of the EIS considers the consequence of accidents at all locations adjacent to the track that the Rail Garrison train might utilize. The greater consequences in populated areas are reflected in the rail unit risk factors which are described in Section 5.4 of the EIS.
- 82 6 **ISSUE:** Why did the Draft EIS not examine and address a comparative study on more than 30 basing modes.
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 82 7 **ISSUE:** Why has the Air Force considered the 100 MX missiles as an alternative when Congress has mandated only 50 missiles?
- RESPONSE:** See EIS Section 1.1.
- 82 8 **ISSUE:** Why has the Air Force not considered the "No Action" Alternative?
- RESPONSE:** See response to Document 37, Comment 15.
- 82 9 **ISSUE:** Why do we need a land-based mobile system when we already have the Trident submarine program?
- RESPONSE:** To ensure a high degree of survivability of our nuclear deterrence, the United States relies on the Triad system of land, sea, and air-based nuclear assets. The Peacekeeper Rail Garrison program is in response to the country's need to modernize the land leg of the Triad.
- 83 1 **ISSUE:** Statements from U.S. Senators J. Bennett Johnson and John Breaux supporting the program because it will provide much needed jobs in the Barksdale AFB, Louisiana area and proper mitigation will ensure threatened and endangered species impacts would be minimal.
- RESPONSE:** Noted.

- 84 1 **ISSUE:** The Rail Garrison system at Wurtsmith AFB, Michigan will disrupt the prime tourist and recreational areas throughout the eastern part of Michigan's outstanding tourist areas.

RESPONSE: Noted.

- 84 2 **ISSUE:** Concerned that Michigan's whole life support system of air, earth, and water are being held hostage by the military.

RESPONSE: Noted.

- 84 3 **ISSUE:** Concerned that the Peacekeeper Rail Garrison program will impact the water supplies in Michigan -- its lakes and streams.

RESPONSE: Impacts on water supplies are discussed in EIS Section 4.12.7.

- 84 4 **ISSUE:** Concerned that the wetlands in Michigan and all the fish and wildlife that are dependent on them will be threatened by the Peacekeeper Rail Garrison program at Wurtsmith AFB.

RESPONSE: A summary of potential impacts is presented in Table 4.12.6-2. and Section 4.12.6.3 of the EIS. The proposed location of the rail spur would disturb approximately 3.2 acres of wetlands in the Au Sable River floodplain and is the only siting design that would accommodate the special engineering constraints of the program. However, the Air Force would take actions to mitigate this loss (see the Appendix of the EIS).

- 84 5 **ISSUE:** Concerned that the groundwater supply wells are already vulnerable to contamination from adjacent locations within the principal aquifer in the Wurtsmith AFB, Michigan area. With the Rail Garrison system, groundwater use would increase by 12 percent which might pull contaminated groundwater into uncontaminated wells and may threaten the health and safety of the citizens of the region and visitors to the area.

RESPONSE: The groundwater contamination problem at the base has been recognized for quite some time and cleanup actions have been extensive. For more than a decade the U.S. Geological Survey has carried out a series of studies, drilling hundreds of monitoring wells to trace the extent of the contamination. Through this effort, several additional groundwater contaminant plumes have been identified. Working with the State of Michigan, the base has constructed two purge-well and groundwater treatment systems with a third scheduled to go into operation in 1989. Expenditures for groundwater cleanup measures at the base have reached \$8 million since 1977. Nearly \$200,000 is spent annually for monitoring and water testing to assure the quality of the water from the wells currently in use. If monitoring indicates local migration of contaminated groundwater toward production wells, purge well pumping can be increased to help control the extent of contaminant migration. These actions indicate a strong commitment on the part of the Air Force to control and eventually eliminate the contaminated groundwater plumes at Wurtsmith AFB. All of this does not minimize the level and significance of impacts of water resources at the base which have been judged to be low but significant. This, however, would not threaten the water supplies of nearby townships nor the health and welfare of the people who visit this area.

- 85 1 **ISSUE:** Statement made that the No Action Alternative should be chosen because the military mentality that computes for levels of acceptable losses of human lives does not apply to the civilian population.
- RESPONSE:** See response to Document 3, Comment 1.
- 86 1 **ISSUE:** Commentor supports project because Missouri is in the center of the United States, the main line of the Union Pacific Railroad is adjacent to the base, land is available for necessary facility construction, and there is public support.
- RESPONSE:** See response to Document 3, Comment 1.
- 87 1 **ISSUE:** The potential impact of the earthquakes related to the New Madrid fault system in the Blytheville, Arkansas area could conceivably affect the Little Rock AFB area as well. This alone should eliminate Blytheville as a potential site and render Little Rock questionable.
- RESPONSE:** See responses to Document 3, Comment 1 and Document 50, Comment 62.
- 87 2 **ISSUE:** Commentor states that Little Rock AFB, Arkansas should be an unlikely choice because the frequency of tornados could make tracks impassable and train wrecks more likely.
- RESPONSE:** Noted.
- 87 3 **ISSUE:** The Draft EIS fails to consider the extent of the impact the Rail Garrison program would have on the already environmentally stressed Little Rock AFB, Arkansas. The base already has 18 areas that have been contaminated.
- RESPONSE:** The Peacekeeper Rail Garrison program will not create new areas of contamination on the base.
- 87 4 **ISSUE:** Commentor states that the defense of the nation should be contracted to some private firm that has a good environmental record and does not depend upon young careless men as the main component of their labor force.
- RESPONSE:** See response to Document 3, Comment 1.
- 87 5 **ISSUE:** Population growth in the Little Rock AFB, Arkansas area has outstripped the areas water supply. Some communities, including Jacksonville, have had to go to outside water supplies in Little Rock and Lonoke County.
- RESPONSE:** Currently, Jacksonville, which supplies water to Little Rock AFB, receives about 75 percent of its annual 4,560 acre-ft water requirements from the Little Rock city supply. The water sources available to Jacksonville are 3,370 acre-ft/yr from the metropolitan system and 6,130 acre-ft/yr from city wells. This adds up to a total of 9,500 acre-ft/yr. When the program is in full operation in 1993, total water use in Jacksonville is projected to be about 5,600 acre-ft or 59 percent of the supply available to the city. The Jacksonville Water Department has stated that it can readily meet program needs (see EIS Section 4.8.7.3).

87 6 **ISSUE:** Commentor states that both the military and railway workers in Arkansas have been notorious for their high drug use rates. This could contribute to the high accident rate of train accidents.

RESPONSE: The military crews are not expected to have drug problems. See Section 5.1.2 of the EIS.

87 7 **ISSUE:** Commentor states that wastewater treatment has been stressed due to the influx of population into the Little Rock AFB, Arkansas area.

RESPONSE: The City of Jacksonville has just completed construction of three new wastewater treatment facilities to treat flows from the base and the city's residents. Little Rock AFB contributed to the cost of constructing these facilities and pays for the treatment of their wastes.

87 8 **ISSUE:** Commentor states that police protection has been stressed due to the influx of population into the Little Rock AFB, Arkansas area.

RESPONSE: There has been a slight reduction in staffing levels recently for the Jacksonville Police Department due to budgetary problems. Local officials believe they are still providing the area with the same level of public safety protection as in the past, although this has required some overtime work by the staff. The population influx associated with the program is not expected to add measurable increases in demand for public safety services.

87 9 **ISSUE:** Statement made that Arkansas far exceeds the national average for rail accidents and therefore should not be chosen as a Rail Garrison site.

RESPONSE: See response to Document 24, Comment 2.

87 10 **ISSUE:** Statement made that the MX is unnecessary and is a destabilizing contributor to the possibility of nuclear war and shouldn't be based in Arkansas.

RESPONSE: See response to Document 3, Comment 1.

88 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison mission at Eaker AFB, Arkansas for its excellent year-round weather that will not shut things down and the patriotic citizens who are interested in peace, freedom, and a strong defense.

RESPONSE: Noted.

89 1 **ISSUE:** The EIS should address the consequences of a collision with another train at the time the missile is ready to be launched.

RESPONSE: See response to Document 3, Comment 1.

89 2 **ISSUE:** The environmental analysis for a catastrophic accident should include the number of citizens who would be impacted and how they are affected by the worst possible disaster. In other words, describe the type of destruction possible at different distances from the disaster site.

RESPONSE: The consequences to persons, plants, and animals at various distances from a fire or explosion are described in detail in Section 5.4 of the EIS.

- 90 1 **ISSUE:** The environmental impacts at Wurtsmith AFB, Michigan will be detrimental to wetlands in the Au Sable River watershed and Van Etten Lake areas.
- RESPONSE:** See response to Document 84, Comment 4.
- 90 2 **ISSUE:** The Peacekeeper Rail Garrison is not feasible.
- RESPONSE:** In the past, the Air Force wanted to deploy a portion of its land-based missile force in a mobile mode, but the guidance system technology would not allow it. This was solved by the late 1970s and several mobile basing modes were examined, including the Rail Garrison basing mode. The Peacekeeper Rail Garrison mode is not only feasible, but also allows the United States to reap the advantages of the world's most accurate ICBM.
- 90 3 **ISSUE:** The Peacekeeper Rail Garrison is a first-strike weapon.
- RESPONSE:** See response to Document 3, Comment 1.
- 90 4 **ISSUE:** The entire rail system would be at risk in case of an actual attack which would endanger all shipping of necessary goods.
- RESPONSE:** See response to Document 3, Comment 1.
- 90 5 **ISSUE:** Commentor supports the nonexpansion of defense and deterrent atomic weapons and urges that the Peacekeeper missile system be discontinued as an unwarranted expense for national security.
- RESPONSE:** See response to Document 3, Comment 1.
- 91 1 **ISSUE:** Commentor states first-strike capabilities of the Peacekeeper missile are not addressed in the Draft EIS. The United States strategy has resulted in the arms race which includes first-strike capabilities as with the Peacekeeper missile.
- RESPONSE:** See response to Document 3, Comment 1.
- 91 2 **ISSUE:** The MX cannot be allowed in Missouri because of moral and spiritual convictions.
- RESPONSE:** See response to Document 3, Comment 1.
- 91 3 **ISSUE:** If tax dollars are spent at the Pentagon and with the Peacekeeper, where is the money needed for environmental problems such as nuclear waste, industrial waste, erosion, etc.?
- RESPONSE:** See response to Document 3, Comment 1.
- 91 4 **ISSUE:** The jobs are largely for males and do not create a product, or service human needs. Therefore, no taxes are paid, and mental and educational programs suffer.
- RESPONSE:** See response to Document 3, Comment 1.
- 91 5 **ISSUE:** It was said 18.5 percent fewer accidents occurred on railroads this year. Where was that number taken from?

RESPONSE: As reported in the revised Chapter 5 of the EIS, the rail accident rate per million miles traveled for the years 1983-1987 were: 1983 - 5.11; 1984 - 4.84; 1985 - 4.28; 1986 - 3.64; and 1987 - 3.45. The average five year period of rates, or 4.27, is now used to calculate the probability of an accident involving a Peacekeeper train. The 1987 rate is 14.8 percent lower than the average for the five years.

- 92 1 **ISSUE:** Commentor in support of Rail Garrison at Grand Forks AFB, North Dakota for its substantial benefits to the economy, defense, and deterrence.

RESPONSE: Noted.

- 93 1 **ISSUE:** Commentor in support of Rail Garrison at Grand Forks AFB, North Dakota for its economic benefit, no risk to the community and environment, and the need for diversity and flexibility in our strategic defenses.

RESPONSE: Noted.

- 94 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison. Peace through strength.

RESPONSE: See response to Document 3, Comment 1.

- 95 1 **ISSUE:** Commentor in support of the system at Grand Forks AFB, North Dakota. Excellent defense system with its mobility and has many positive impacts for the area.

RESPONSE: See response to Document 3, Comment 1.

- 96 1 **ISSUE:** Resolution from Grand Forks County Board of Commissioners in support of Grand Fork AFB, North Dakota being chosen as a deployment site for the proposed Peacekeeper Rail Garrison system.

RESPONSE: See response to Document 3, Comment 1.

- 97 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 98 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison system near Grand Forks, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 99 1 **ISSUE:** Commentor in support of the Rail Garrison project at Grand Forks AFB, North Dakota for economic benefits that can be generated by construction services required of such a project.

RESPONSE: Noted.

- 100 1 **ISSUE:** Commentor in full support of the Peacekeeper Rail Garrison program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 101 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because it is a cost-effective mobile system, will increase deterrent capabilities, and strengthen business in the community.
- RESPONSE:** Noted.
- 102 1 **ISSUE:** Resolution from Polk County (Minnesota) Board of Commissioners in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because it will promote world peace and have a strong, positive effect on the local economy.
- RESPONSE:** Noted.
- 103 1 **ISSUE:** Resolution for the record in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because it is highly mobile, survivable, and a cost-effective deterrent for the national defense. Grand Forks has an extensive rail system, land, and people to deploy this system.
- RESPONSE:** See response to Document 3, Comment 1.
- 104 1 **ISSUE:** Commentor opposed to the project because the "No Action Alternative" is the only realistic option available.
- RESPONSE:** See response to Document 3, Comment 1.
- 104 2 **ISSUE:** During wartime, isn't playing hide and seek with ICBMs endangering and not protecting United States citizens.
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 3 **ISSUE:** The Draft EIS deliberately limited the scope of the document to eliminate controversial topics.
- RESPONSE:** Controversial topics were discussed in the EIS when it involved disagreement among recognized professionals over environmental impacts or assessment methods. Possible controversy over the purpose, need, or desirability of the program are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 4 **ISSUE:** The EIS needs to look at the effects of the system on human psychology.
- RESPONSE:** See response to Document 5, Comment 14.
- 104 5 **ISSUE:** The EIS should look at impacts (social) that death row inmates have on their environment and how this relates to the social impacts of the project on people.
- RESPONSE:** See response to Document 5, Comment 14.
- 104 6 **ISSUE:** MX missiles garrisoned at Fairchild AFB, Washington would make Spokane County a general target area.
- RESPONSE:** See response to Document 3, Comment 1.

- 104 7 **ISSUE:** The EIS should look at wartime effects of the system.
- RESPONSE:** Issues of wartime effects are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 8 **ISSUE:** Commentor dislikes the name Peacekeeper.
- RESPONSE:** See response to Document 37, Comment 1.
- 104 9 **ISSUE:** Commentor feels the threat to our vulnerability of all land-based missiles is not real. Why should I pay for this protection?
- RESPONSE:** See response to Document 3, Comment 1.
- 104 10 **ISSUE:** Fairchild AFB, Washington should not be chosen because of impacts on wetlands, Swainson's hawk, ferruginous hawks, and the great blue heron.
- RESPONSE:** Impacts on biological resources at Fairchild AFB are addressed in EIS Section 4.6.6.3.
- 104 11 **ISSUE:** The Draft EIS fails to adequately assess program impacts to plant and animal communities, because it does not address the effects of a nuclear explosion.
- RESPONSE:** Nuclear explosion effects are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 12 **ISSUE:** The operation scenario (Draft EIS Page 1-11) never addresses the launching of a missile.
- RESPONSE:** The issue of intentional launching of the missile is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 13 **ISSUE:** The Draft EIS does not analyze the health effects of incoming missiles, nor is there an analysis of the effects of outgoing missiles on a Soviet city.
- RESPONSE:** Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 104 14 **ISSUE:** The EIS needs an in-depth analysis of the effects of bombing of Spokane, Washington or the USSR.
- RESPONSE:** The issue of the effects of nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 105 1 **ISSUE:** Commentor opposed to the system being situated anywhere and also opposed because the system won't move until it is too late.
- RESPONSE:** See response to Document 3, Comment 1.
- 106 1 **ISSUE:** The railway is in bad condition in Michigan. The Air Force should do an inspection.
- RESPONSE:** See response to Document 24, Comment 2.

- 107 1 **ISSUE:** Commentor opposed to the system. Believes the system is antiquated and therefore represents a waste of tax dollars and will place a drain on the economy. Present missile system is adequate to meet defense needs.
- RESPONSE:** See response to Document 3, Comment 1.
- 107 2 **ISSUE:** The EIS fails to address the psychological impacts of the Peacekeeper missile.
- RESPONSE:** See response to Document 5, Comment 14.
- 107 3 **ISSUE:** The effects of a nuclear accident are inadequately addressed in the EIS.
- RESPONSE:** See response to Document 21, Comment 1.
- 107 4 **ISSUE:** Commentor objects to hearings only being held in one location when other areas with rail lines would also be impacted.
- RESPONSE:** See response to Document 34, Comment 11.
- 108 1 **ISSUE:** Commentor urges a thorough environmental impact study by local scientists of the disturbance of the red-cockaded woodpecker colonies in the forest in the Barksdale AFB, Louisiana area.
- RESPONSE:** In compliance with a recommendation of the U.S. Fish and Wildlife Service (Lafayette, Louisiana Field Office), a survey was conducted in the spring of 1988 by a qualified wildlife biologist to determine whether suitable habitat for the red-cockaded woodpecker is present on Barksdale AFB. The results of the survey indicate that some suitable (although not prime) habitat is present in the upland pine forest on the eastern side of the base; however, no individuals of the species were observed. Facilities for the proposed Rail Garrison program have been sited in areas of bottomland hardwood forest on the western side of the base. Therefore, this program will not have any impacts on red-cockaded woodpeckers or potential habitat.
- 109 1 **ISSUE:** Texas Governor's Office of Budget and Planning provides list of Draft EIS review participants.
- RESPONSE:** Noted.
- 110 1 **ISSUE:** Commentor strongly supports the development of Rail Garrison at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 111 1 **ISSUE:** Commentor concerned that 244 acres of jack pine forest in the Wurtsmith AFB, Michigan area will be devastated as a result of the deployment of the MX Rail Garrison program.
- RESPONSE:** The potential impact is discussed in Section 4.12.6.3 of the EIS.
- 111 2 **ISSUE:** Commentor is concerned about the disruption of 437 acres of undeveloped land including wetlands as a result of the project at Wurtsmith AFB, Michigan.

RESPONSE: See response to Document 84, Comment 4.

- 111 3 **ISSUE:** Commentor is concerned about the contamination of the shallow aquifer supplying water to Wurtsmith AFB, Michigan, and the townships of Oscoda and Au Sable, due to the expanded water usage demanded by the missile system.

RESPONSE: See response to Document 84, Comment 5.

- 111 4 **ISSUE:** Commentor states that the program increases the likelihood of a nuclear accident and/or a nuclear exchange, is vulnerable to attack, and a waste of taxpayer's money.

RESPONSE: See response to Document 3, Comment 1.

- 111 5 **ISSUE:** Commentor opposes the project because it represents a threat to life, both nuclear and environmental, is too costly, and money could be better spent on the real problems of the global community.

RESPONSE: See response to Document 32, Comment 1.

- 111 6 **ISSUE:** Commentor supports the No Action Alternative.

RESPONSE: See response to Document 3, Comment 1.

- 112 1 **ISSUE:** The First America Bank in Michigan is in the planning stage of providing the funds necessary to build the housing required to correct the housing shortage identified in the Draft EIS.

RESPONSE: Noted.

- 113 1 **ISSUE:** Commentor opposed to the project because it is in defiance of international law and is a crime against God and humanity.

RESPONSE: See response to Document 3, Comment 1.

- 114 1 **ISSUE:** Statement by the local governmental units of Eastern Iosco County, Michigan clarifying the current status of the proposal within the Department of Defense and to note the urgency of expediting current and associated reviews and approvals associated with Wurtsmith AFB participation in a regional water system.

RESPONSE: The EIS has identified a significant groundwater impact at Wurtsmith AFB due to increased reliance for water supply on a locally contaminated shallow aquifer underlying the base. One mitigation measure to avoid this impact would be for the base to switch to an alternate water source. Participation in the proposed Lake Huron regional supply system would mitigate this ground water impact as identified in EIS Section 4.12.7.3. Also see response to Document 84, Comment 5.

- 115 1 **ISSUE:** Charter Township of Oscoda in support of the project at Wurtsmith AFB, Michigan because the mission is critical to our free society and lifestyle.

RESPONSE: See response to Document 3, Comment 1.

- 116 1 **ISSUE:** Commentor feels that the MX missile system is designed to fight a nuclear war and not for nuclear deterrence. Has the government changed its policy on nuclear deterrence?

RESPONSE: The policy of the United States government has not changed with regard to deterrence of nuclear war. Also see response to Document 32, Comment 1.

- 116 2 **ISSUE:** Comment made that it is not sensible to choose a crowded area such as the Midland-Bay City-Saginaw, Michigan area with 250,000 people as a potential deployment site for launching nuclear missiles.

RESPONSE: See response to Document 3, Comment 1.

- 116 3 **ISSUE:** Will the U.S. Environmental Protection Agency hold a hearing on this EIS? Who will act on it and decide the alternative?

RESPONSE: See response to Document 34, Comment 27.

- 116 4 **ISSUE:** Statement made that the building of bridges across streams is known to severely degrade the stream quality. In the analysis for Wurtsmith AFB, Michigan, has this been considered and provided for so that long-term sedimentation does not occur at the railroad bridges to be built?

RESPONSE: Should bridges be constructed, water quality impacts can be avoided if construction proceeds during periods of little or no flow. All bridges will be built to pass flood flows and no long-duration water quality impacts are expected to result from the bridges.

- 117 1 **ISSUE:** If the Rail Garrison system has negligible chances of explosion, why is there a large safety area on the base where they will be housed?

RESPONSE: As a general precaution at all Air Force bases, explosive safety zones provide safe distance between places where explosives (including rocket propellants) are stored or processed and other specified locations, such as inhabited buildings, public traffic routes, recreational areas, utilities, petroleum storage facilities, and storage or processing facilities for other explosives.

- 118 1 **ISSUE:** Has it been shown that the 125,000 or more miles of commercial railroads will be able to safely handle these missile cars, which are much heavier than normal cars and at 70-plus feet long are a third longer than the usual 55 feet for a normal car.

RESPONSE: Most commercial rail track in the United States currently can accommodate trains composed of rail cars that approximate the size and weight of the Rail Garrison cars. Also see response to Document 24, Comment 2.

- 118 2 **ISSUE:** How has it been shown that a deployment time of two to six hours could be in any way survivable or even effective when Soviet ICBMs attack 30 minutes after launch?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 118 3 **ISSUE:** Why hasn't the Michigan Department of Natural Resources (DNR), at least on a local or district level, been contacted or notified about the Rail Garrison proposal at Wurtsmith AFB?

RESPONSE: The Air Force began coordinating with the Michigan DNR as soon as Rail Garrison facility siting plans for Wurtsmith AFB became available (early 1988). The Air Force contractor, Tetra Tech, was referred to specific offices and individuals for consultation on the various biological issues (e.g., wetlands, sensitive species, habitats). The early consultations with the DNR and siting modifications helped to minimize the potential impacts on biological resources that would result from this program.

- 118 4 **ISSUE:** Why would a second rail line be needed, as discussed in Draft EIS Pages 4.12-43 to 46, since it appears to run nearly parallel to the present line? The construction of this new line would be very costly and environmentally damaging.

RESPONSE: See EIS Section 1.8.

- 118 5 **ISSUE:** On Draft EIS, Page 4.12-45, third paragraph it states that "The most western three miles (36 acres) of ROW would be located near the urban area of Midland, Michigan. Specific land use in this area is unknown. . ." Why is nothing known about this area if such a supposedly carefully detailed and complete study was made?

RESPONSE: The question relates to possible dual-rail egress. If the option for construction of a second rail connection is adopted at a later date, appropriate environmental analysis will be accomplished at that time (see EIS Section 1.8).

- 119 1 **ISSUE:** Commentor states that nuclear accidents have and will happen.

RESPONSE: Accidents involving nuclear weapons, nuclear generators in satellites, and nuclear power plants have occurred, but no United States nuclear weapon accident has caused even a partial nuclear detonation.

- 119 2 **ISSUE:** Commentor states that the Rail Garrison system is the most expensive missile program in American history on a per unit basis.

RESPONSE: See response to Document 3, Comment 1.

- 119 3 **ISSUE:** Commentor states that from a public perspective, the Peacekeeper Rail Garrison system is frightening and loaded with potential danger. He feels that with this basing mode we have more to worry about from our own Air Force than from Soviet missiles.

RESPONSE: See response to Document 3, Comment 1.

- 119 4 **ISSUE:** Commentor assumes that the U.S. Environmental Protection Agency will conduct the formal public hearings.

RESPONSE: See response to Document 34, Comment 27.

- 119 5 **ISSUE:** Commentor feels that the Draft EIS is inadequate because there is little or no data to support the conclusions that the sponsor's proposed action is environmentally safe. Background information on the safety analysis was totally excluded.

RESPONSE: See EIS Chapter 5 which has been revised to clarify several points raised during public hearings.

- 119 6 **ISSUE:** What kind of analysis was done on the Draft EIS when statements such as "specific land use in this area is unknown, but there could be a conflict with inhabited buildings on the eastern edge of town" were made?

RESPONSE: See response to Document 118, Comment 5.

- 119 7 **ISSUE:** On Draft EIS Page 4.0-2, it is very fuzzy on which state and local environmental laws will be followed. Which Environmental Protection Agency, state and environmental regulations will be impacted by your actions? Will you comply with them or not?

RESPONSE: Generally, activities undertaken by the federal government are not subject to state regulation or control unless the Congress specifically invites that regulation and control. However, the Air Force will cooperate with the appropriate agencies to meet their requirements to the extent possible.

- 119 8 **ISSUE:** In regard to the performance of the missile cars in the event of a possible accident, an actual test of the safety of the cars in the worst-case scenario should be conducted. A computer simulation is not acceptable.

RESPONSE: The design certification process includes testing as applicable to assure all requirements are met. Computer simulation for purposes of accident risk assessment is an acceptable procedure.

- 119 9 **ISSUE:** When will the missile cars be moved?

RESPONSE: See EIS Section 1.3.6.

- 119 10 **ISSUE:** What evacuation plans have you prepared and discussed with local communities in Michigan?

RESPONSE: See response to Document 33, Comment 55.

- 119 11 **ISSUE:** What training will be provided to local fire departments in the Wurtsmith AFB, Michigan area for handling radiation mixed with lethal plumes of gases?

RESPONSE: See response to Document 33, Comment 55.

- 119 12 **ISSUE:** What rail restrictions will you follow in moving the trains both back to the home base and when loaded with the nuclear weapons? At what speeds will you move these trains, and what quality of track will you move on?

RESPONSE: All track segments used to support the dispersed movement of Peacekeeper trains will be of the quality needed to ensure the safety of the train, crew and public. Civilian pilots, thoroughly familiar with the track and all other aspects of the route will be on board each Peacekeeper train. No unique restriction will be imposed on the train and speeds will be established to conform with routine railroad procedures as outlined by the Federal Railroad Administration.

119 13 **ISSUE:** What is the quality of the Detroit and Mackinac track servicing Oscoda and the remainder of that line? How will you handle the oversized cars?

RESPONSE: See responses to Document 118, Comment 1.

119 14 **ISSUE:** How will you decommission the missiles, trains, and garrison facilities?

RESPONSE: See response to Document 33, Comment 63.

119 15 **ISSUE:** When the system is decommissioned, how will you handle contaminated equipment and earth?

RESPONSE: See response to Document 33, Comment 63.

119 16 **ISSUE:** Statement made that the Draft EIS is full of comments about computer simulations. Commentor asks where is the output of the computer simulations and what assumptions did you make to run the models?

RESPONSE: The output from the various computer simulations have been used in the analysis of impacts and are summarized in Chapters 4 (Affected Environments and Environmental Consequences) and 5 (Safety Considerations). Assumptions used in performing these simulations are referenced in Chapter 3 (Environmental Analysis Methods) and Chapter 5 (Safety Consideration) as appropriate.

119 17 **ISSUE:** Statement made that key sections of the Draft EIS gloss over decommissioning and transportation of the weapons by hiding behind references to non-Department of Defense agencies.

RESPONSE: See response to Document 33, Comment 63.

120 1 **ISSUE:** Commentor called the Draft EIS consideration of the No Action Alternative feeble. States that National Environmental Policy Act requirements to "identify alternatives as to their beneficial and detrimental effects on the environmental elements, specifically taking into account the alternative of No Action" were not met.

RESPONSE: See response to Document 37, Comment 15.

120 2 **ISSUE:** As a railroad system, what does the MX Rail Garrison produce, and what if anything does it contribute to the maintenance and enhancement of long-term productivity? More than 380 congressional districts will experience net losses in both capital resources and jobs. Every job involved with the Rail Garrison program will be offset by the loss of one job in the production economy.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 32, Comment 1.

120 3 **ISSUE:** Statement made that the project is too costly and that the balance of trade deficit is the single-greatest threat to the national security of the United States.

RESPONSE: See response to Document 3, Comment 1.

- 120 4 **ISSUE:** Commentor thinks the money spent on the project in Michigan would be better spent on a more productive and efficient rail system.
- RESPONSE:** See response to Document 3, Comment 1.
- 121 1 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas because it is highly survivable, low risk, low cost, and fully flexible.
- RESPONSE:** See response to Document 3, Comment 1.
- 122 1 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas because the system is highly reliable, survivable, and the community is supportive.
- RESPONSE:** See response to Document 3, Comment 1.
- 123 1 **ISSUE:** Commentor in support of the project at Dyess AFB because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 124 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of low cost, reliability, survivability, and location.
- RESPONSE:** See response to Document 3, Comment 1.
- 125 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because it would be a practical and geographically advantageous site, and has community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 126 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 127 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 128 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 129 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because the system is highly survivable.
- RESPONSE:** See response to Document 3, Comment 1.
- 130 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.

- 131 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of its geography and support of the community.
- RESPONSE:** See response to Document 3, Comment 1.
- 132 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because it has a low risk, low cost, and is highly survivable.
- RESPONSE:** See response to Document 3, Comment 1.
- 133 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 134 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 135 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of location and community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 136 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 137 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 138 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 139 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 140 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of low cost, high mobility, and community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 141 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 142 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.

- 143 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
 RESPONSE: See response to Document 3, Comment 1.
- 144 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of its location.
 RESPONSE: See response to Document 3, Comment 1.
- 145 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of community support, size and location of the base, and many miles of
 accessible railroad track.
 RESPONSE: See response to Document 3, Comment 1.
- 146 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of community support.
 RESPONSE: See response to Document 3, Comment 1.
- 147 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of community support.
 RESPONSE: See response to Document 3, Comment 1.
- 148 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
 RESPONSE: See response to Document 3, Comment 1.
- 149 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of its location, effectiveness in administrating new programs, widespread
 and adequate railway tracks, positive economic impact, and community
 support.
 RESPONSE: Noted.
- 150 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
 RESPONSE: See response to Document 3, Comment 1.
- 151 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of the positive economic effect on the Fort Worth area and the entire
 State of Texas.
 RESPONSE: Noted.
- 152 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of community support and location.
 RESPONSE: See response to Document 3, Comment 1.
- 153 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
 of community support.
 RESPONSE: See response to Document 3, Comment 1.

- 154 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of its usefulness as a deterrent.
- RESPONSE:** See response to Document 3, Comment 1.
- 155 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because the base meets all Defense Department qualifications and would provide the necessary infrastructure for the system, its geography, and its location.
- RESPONSE:** See response to Document 3, Comment 1.
- 156 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of positive economic impacts and community support.
- RESPONSE:** Noted.
- 157 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 158 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and the need for a strong national defense.
- RESPONSE:** See response to Document 3, Comment 1.
- 159 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 160 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because the State of Texas supports a strong role in continuing military preparedness.
- RESPONSE:** See response to Document 3, Comment 1.
- 161 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of its location, minimal building of new railway lines, adequate space, and community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 162 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 163 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and the base is strategically located.
- RESPONSE:** See response to Document 3, Comment 1.
- 164 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and location.
- RESPONSE:** See response to Document 3, Comment 1.

- 165 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support, geography, and existing railroad capabilities.
- RESPONSE:** See response to Document 3, Comment 1.
- 166 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and because the area offers all the benefits needed to support the project.
- RESPONSE:** See response to Document 3, Comment 1.
- 167 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of its accessibility to 170,000 miles of rail lines and community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 168 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 169 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 170 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 171 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 172 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of a positive economic impact to the State of Texas, climate, and adequate rail lines.
- RESPONSE:** Noted.
- 173 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of strong community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 174 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 175 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
- RESPONSE:** See response to Document 3, Comment 1.

- 176 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
RESPONSE: See response to Document 3, Comment 1.
- 177 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 178 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
RESPONSE: See response to Document 3, Comment 1.
- 179 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
RESPONSE: See response to Document 3, Comment 1.
- 180 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
RESPONSE: See response to Document 3, Comment 1.
- 181 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 182 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of an excellent work force and community support.
RESPONSE: See response to Document 3, Comment 1.
- 183 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.
RESPONSE: See response to Document 3, Comment 1.
- 184 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and the good condition of the railroad network in west Texas.
RESPONSE: See response to Document 3, Comment 1.
- 185 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 186 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support and a need for a strong national defense.
RESPONSE: See response to Document 3, Comment 1.
- 187 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support.

RESPONSE: See response to Document 3, Comment 1.

- 188 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of no adverse impacts on the community, additional jobs, and economic boost.

RESPONSE: Noted.

- 189 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because of community support, climate, location, and the low cost of locating the system at Dyess AFB.

RESPONSE: See response to Document 3, Comment 1.

- 190 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 191 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 192 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 193 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 194 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 195 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 196 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 197 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 198 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 199 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 200 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

201 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

202 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

203 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

204 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

205 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

206 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas because
of its strategic location and community support.
RESPONSE: See response to Document 3, Comment 1.

207 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

208 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

209 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

210 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

211 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

212 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

213 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

214 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

- 215 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 216 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 217 1 **ISSUE:** Commentor in support of the project at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.
- 218 1 **ISSUE:** Resolution supporting the project at Dyess AFB, Texas because of increased employment, diversification of the economy, increased revenue, and community support.
RESPONSE: Noted.
- 219 1 **ISSUE:** Commentor supports the project at Little Rock AFB, Arkansas because the area is centrally located and has a considerable amount of rail mileage available.
RESPONSE: See response to Document 3, Comment 1.
- 219 2 **ISSUE:** Is there a lease cost imposed on the use of the national rail system by the Air Force?
RESPONSE: Since Peacekeeper trains will operate on the commercial rail network, the Air Force will operate through a track usage fee agreement and structure similar to commercial operations.
- 220 1 **ISSUE:** Commentor submitted newspaper articles on train accidents in Missouri and asked that we stop this expensive and immoral program.
RESPONSE: See response to Document 3, Comment 1.
- 221 1 **ISSUE:** What is the civil defense plan being considered for this system at Whiteman AFB, Missouri?
RESPONSE: See response to Document 33, Comment 55.
- 221 2 **ISSUE:** What is considered an adequate defense? We should hold up development of a new weapons system.
RESPONSE: Issues of national defense are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 221 3 **ISSUE:** What could be done in our county if we took similar dollars to protect and renew our resources in Johnson and Pettis Counties, Missouri?
RESPONSE: Issues of budgetary policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 221 4 **ISSUE:** The Air Force should establish a program of peace studies dollars for dollars with defense spending.
RESPONSE: See response to Document 3, Comment 1.

- 222 1 **ISSUE:** The notification of hearings was inadequate and the cities and towns along the rail lines should have hearings.
- RESPONSE:** See responses to Document 34, Comments 9 and 11.
- 222 2 **ISSUE:** The missile propellants present a hazard in case of derailments in and around populated areas.
- RESPONSE:** See response to Document 33, Comment 30.
- 222 3 **ISSUE:** Commentor wants the Missouri soil to give life and not be planned for death.
- RESPONSE:** See response to Document 3, Comment 1.
- 222 4 **ISSUE:** Commentor feels hearings should be held in other cities and towns that will have to be host to the MX as it passes through on practice runs.
- RESPONSE:** See response to Document 34, Comment 11.
- 222 5 **ISSUE:** Our nuclear strategic forces do not need the Peacekeeper in light of such things as the new D-5 missile and the C-4.
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 223 1 **ISSUE:** Commentor suggested an alternate routing for the connector rail spur for the onbase option at Eaker AFB, Arkansas.
- RESPONSE:** The routing of the connector rail spur at Eaker AFB for the onbase option was determined based on required engineering specifications (e.g., degree of track curvature and surface drainage characteristics), including crossing Pemiscot Bayou at right angles to minimize the length of the bridge required to cross the channel. The proposed routing would traverse an area with few inhabited structures and would coincide with property lines where possible, to minimize disruption of current land uses.
- 224 1 **ISSUE:** Commentor opposed to placement of nuclear weapons in any kind of rail system. The money and jobs are not important compared to the death and destruction these weapons can incur.
- RESPONSE:** See response to Document 3, Comment 1.
- 224 2 **ISSUE:** Commentor dislikes the name "Peacekeeper."
- RESPONSE:** See response to Document 37, Comment 1.
- 225 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because of long-term economic benefits and to protect the national security.
- RESPONSE:** Noted.
- 226 1 **ISSUE:** The need for newer aircraft is greater than the need for long-range missiles. Opposes appropriation of \$1.4 billion for electronics with the missile program.

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 226 2 **ISSUE:** Electromagnetic energy densities are now an issue for the Final EIS; e.g., effects on vegetation, air quality, a health hazard issue, and should be an issue for legislative controls.

RESPONSE: The levels of electromagnetic energy which would be generated by the Peacekeeper Rail Garrison system are lower than those generated by many common commercial sources. While the human health effects of high energy electromagnetic fields and pulses are being studied, no such effects have been identified as an expected consequence of this system as currently proposed. Therefore, no analysis of that issue is included in the EIS.

- 226 3 **ISSUE:** Foreign countries are leading the United States in many areas of electronic technology and production. It is also another opportunity for nondomestic companies to place embedded surveillance systems, sneak circuits, hackable hardware, or overrides on our equipment. Please address both the human health hazards of embedded foreign electronic equipment not purchased and used by the Air Force and those purchased and used by the Air Force in the missile program.

RESPONSE: No human health effects have been identified as expected consequences of electromagnetic emissions from equipment used in the Peacekeeper Rail Garrison system. It is not expected that embedded surveillance systems and the like will be in the equipment, but they would be suppressed, removed or destroyed whenever detected.

- 226 4 **ISSUE:** Would the Air Force support the public right to know and support a warning device about local electronic transmitter or emission sources that are intermittently pulsed, or in continuous operation in communities around missile sites, the health hazard capabilities of each, who owns and operates it, and what purpose it serves in the community whether located on private or public property?

RESPONSE: Any electromagnetic field or pulse sources would be evaluated for safety before being installed. Whether or not information about those sources would be made available to the public would depend on national security and classification considerations.

- 227 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because of continued base support for the community, the economic benefits and to help keep this country free.

RESPONSE: Noted.

- 228 1 **ISSUE:** Commentor expressed concern over rail upkeep, personnel reliability, and sabotage.

RESPONSE: See response to Document 3, Comment 1.

- 229 1 **ISSUE:** The Air Force should address the psychological impact upon the population in Cheyenne, Wyoming.

RESPONSE: See response to Document 5, Comment 14.

- 230 1 **ISSUE:** Why does the United States need the MX (Peacekeeper)? Don't we already have enough missiles?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 230 2 **ISSUE:** Why does the United States need the Rail Garrison program?
- RESPONSE:** See response to Document 3, Comment 1.
- 230 3 **ISSUE:** How often will the missiles be moved around?
- RESPONSE:** See EIS Chapter 1.
- 230 4 **ISSUE:** What will be the impact on the communities they (missile trains) move through?
- RESPONSE:** The movement of the Peacekeeper train through communities will not be different than a commercial train. Also see response to Document 33, Comment 30.
- 230 5 **ISSUE:** Will there be local training in case of accidents?
- RESPONSE:** See response to Document 33, Comment 55.
- 230 6 **ISSUE:** What security systems will be implemented to safeguard Peacekeeper Rail Garrison and how will these affect the lifestyle of the area?
- RESPONSE:** See responses to Document 33, Comments 7 and 21.
- 230 7 **ISSUE:** What are the alternatives to Rail Garrison including the No Action option?
- RESPONSE:** Comparison of alternative basing modes is beyond the scope of this EIS. Also see response to Document 37, Comment 15.
- 231 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because no significant environmental problems are foreseen and the excellent relationship between the base and the community.
- RESPONSE:** Noted.
- 231 2 **ISSUE:** Resolution for the record in support of Grand Forks AFB, North Dakota being chosen as a site for the proposed Peacekeeper Rail Garrison system.
- RESPONSE:** See response to Document 3, Comment 1.
- 231 3 **ISSUE:** Resolution for the record in support of Grand Forks AFB, North Dakota being designated as a site for the proposed Peacekeeper Rail Garrison system.
- RESPONSE:** See response to Document 3, Comment 1.

- 232 1 **ISSUE:** The psychological environment should be studied as those which affect the physical elements.
- RESPONSE:** See response to Document 5, Comment 14.
- 232 2 **ISSUE:** Opposed to additional weapons that are vulnerable to attack, yet also possess a prompt hard-target kill capability; in other words, a first-strike weapon.
- RESPONSE:** See response to Document 3, Comment 1.
- 232 3 **ISSUE:** Increasing the number and deployment of the Peacekeeper is a destabilizing factor.
- RESPONSE:** See response to Document 3, Comment 1.
- 232 4 **ISSUE:** Questions on environment, such as clean water, clean air, medical and housing should be given priority considerations.
- RESPONSE:** The EIS equally addresses the elements mentioned and others in regard to the Peacekeeper Rail Garrison program.
- 233 1 **ISSUE:** The Peacekeeper Rail Garrison serves to attract barrage attack by the Soviets and saturate tracks and support facilities with nuclear explosions.
- RESPONSE:** See response to Document 3, Comment 1.
- 234 1 **ISSUE:** Testimony given at Great Falls, Montana public hearing opposed to Peacekeeper Rail Garrison deployment for such reasons such as dollars spent on the system, need for the system, limited economic benefits, and production of nuclear weapons is environmentally harmful.
- RESPONSE:** Noted.
- 235 1 **ISSUE:** Commentor in strong support of the Peacekeeper Rail Garrison program at Grand Forks AFB, North Dakota because we need to keep this country militarily strong to counter Soviet strategy, and the economic benefits with no negative impacts.
- RESPONSE:** Noted.
- 236 1 **ISSUE:** Commentor opposed to the Peacekeeper at Fairchild AFB or in the State of Washington.
- RESPONSE:** See response to Document 3, Comment 1.
- 237 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Minot AFB, North Dakota because there will not be any environmental impacts, and the benefits to the economy.
- RESPONSE:** Noted.
- 238 1 **ISSUE:** Commentor strongly supports selection of Minot AFB, North Dakota for the Peacekeeper Rail Garrison program for its positive socioeconomic impact and because the community wants the program and America needs the program.

RESPONSE: Noted.

- 239 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Minot AFB, North Dakota for its strong, existing base-community infrastructure, minimal environmental impacts, its current mitigation activities, the socioeconomic values, and a need for a strong national defense posture.

RESPONSE: Noted.

- 240 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Minot AFB, North Dakota for its many beneficial impacts on the community, such as more jobs, increased school enrollment, and increased real estate activity.

RESPONSE: Noted.

- 241 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Minot AFB, North Dakota for its strength to protect our peace and security, to aid in arms reduction talks, its beneficial economic impacts, and safety assurances from a clear, detailed Environmental Impact Statement.

RESPONSE: Noted.

- 242 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison EIS for Minot AFB, North Dakota because they are in agreement with statements made in interested areas.

RESPONSE: Noted.

- 243 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison EIS for Minot AFB, North Dakota because they are in agreement with statements made in interested areas.

RESPONSE: Noted.

- 244 1 **ISSUE:** Commentor in support of the Rail Garrison project for the benefits it will bring to the local communities.

RESPONSE: Noted.

- 245 1 **ISSUE:** Commentor in agreement with cultural resources statements made on Draft EIS Page 4.10-21, Paragraphs 1, 2, 3, and 6.

RESPONSE: Noted.

- 246 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison system at Minot AFB, North Dakota because we need a strong defense for our nation and our allies to continue our way of life.

RESPONSE: See response to Document 3, Comment 1.

- 247 1 **ISSUE:** More than 600 acres of good farmland will be needed in Minot, North Dakota for the project. What happens to the farmers?

RESPONSE: Agricultural operations would not be affected on the proposed 666 acre restrictive easement (Proposed Action). The 317 acres required for fee acquisition represents less than 0.1 percent of farmland in the local county, and land owners would be compensated.

- 247 2 **ISSUE:** The dollars spent for this program would be better spent in other areas such as the environment, schools, and public services that would result in good economic growth.
- RESPONSE:** See response to Document 32, Comment 1.
- 248 1 **ISSUE:** Commentor in support of the EIS, and Rail Garrison being located in Minot AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 249 1 **ISSUE:** Commentor supports the findings of the EIS. Supports the selection of the North Dakota Air Force bases because it will strengthen the economy, the rail system is sufficient or can easily be upgraded if needed, and believes in a strong defense system to support freedom.
- RESPONSE:** Noted.
- 250 1 **ISSUE:** Submitted excerpt from a newspaper article on a speech made by Governor Dukakis on the Peacekeeper missile.
- RESPONSE:** Noted.
- 250 2 **ISSUE:** Comment by a religious movement opposed to the Peacekeeper Rail Garrison basing mode because of beliefs expressed in and from a pastoral document that nuclear weapons are not morally justified.
- RESPONSE:** See response to Document 3, Comment 1.
- 250 3 **ISSUE:** The Peacekeeper has a first-strike capability and is vulnerable to attack.
- RESPONSE:** See response to Document 3, Comment 1.
- 250 4 **ISSUE:** Money for military spending would be better spent on other areas such as child care, homeless, and the hungry.
- RESPONSE:** See response to Document 3, Comment 1.
- 251 1 **ISSUE:** Commentor reaffirms that the Peacekeeper Rail Garrison will not have a negative impact on natural gas in Minot, North Dakota.
- RESPONSE:** Noted.
- 251 2 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Minot, North Dakota because it will benefit the local economy and it will make a strong military presence for our nation's defense.
- RESPONSE:** Noted.
- 252 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Minot AFB, North Dakota for reasons such as: the program will not result in any significant impact on any resource; will have beneficial socioeconomic impacts on employment and income; greater utilization of temporary housing; plus a belief that strong deterrent is the best defense.
- RESPONSE:** Noted.

253 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Minot AFB, North Dakota because the Draft EIS states there will be no adverse impacts in the resource areas. The program is a must to provide incentives for the Soviets to seriously engage in arms control negotiations and also to help assure our national security.

RESPONSE: Noted.

254 1 **ISSUE:** Comment for the record in support of the Rail Garrison project at Minot AFB, North Dakota for its economic benefits that can be generated by construction services required of such a project.

RESPONSE: Noted.

255 1 **ISSUE:** Comment for the record in full support of the Peacekeeper Rail Garrison program for North Dakota and Minot; the program can supply skilled workers for any construction project, and feels the program will help the defense of this country.

RESPONSE: Noted.

256 1 **ISSUE:** Commentor pledges support of the Peacekeeper Rail Garrison system at Minot AFB, North Dakota. They have a good working relationship with the Air Force and can supply a well-trained work force for all phases of construction and maintenance.

RESPONSE: Noted.

257 1 **ISSUE:** Commentor supports the Draft EIS as presented because the community of Minot, North Dakota is in a very good position to host deployment at Minot AFB.

RESPONSE: See response to Document 3, Comment 1.

258 1 **ISSUE:** Commentor assures that the people of the Great Falls, Montana area will welcome the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

259 1 **ISSUE:** Commentor opposed to deployment of Peacekeeper Rail Garrison in the State of Michigan for such reasons as the Peacekeeper is destabilizing, vulnerable, costly, increases risk on rail lines, and makes all communities along rail lines targets of attack.

RESPONSE: See response to Document 3, Comment 1.

260 1 **ISSUE:** Commentor states that with baseline growth alone, elementary and junior high schools in Cheyenne, Wyoming will be at their capacities in the early 1990s with existing facilities. If the project increases student enrollments, it will create severe hardships on the district and compromise student/teacher ratios without major financial commitment for capital construction.

RESPONSE: EIS Sections 4.2.1.2 and 4.2.1.3 contain discussions of education impacts which have been revised to reflect the new information.

260 2 **ISSUE:** Commentor states that the Laramie County School District which is number one in Wyoming will compromise the quality of education if enrollment is increased.

RESPONSE: See response to Document 260, Comment 1.

260 3 **ISSUE:** The Draft EIS estimates the cash reserves in Laramie County School District Number 1 in Wyoming to be \$12.4 million. The actual cash balance is projected to shrink to \$4.1 million at the end of the current fiscal year from \$11 million on July 1, 1986. The projected funding from the state may zero out this cash reserve by the 1990 fiscal year, creating additional hardship on the district to maintain its current level of educational programs.

RESPONSE: EIS Section 4.2.1.2 has been revised to reflect the new information.

260 4 **ISSUE:** Due to cuts in revenues and increases in personnel costs mainly due to increasing enrollment, the district is in serious financial difficulty and will be unable to handle any increase in enrollment due to the proposed program.

RESPONSE: See response to Document 260, Comment 1.

260 5 **ISSUE:** The Draft EIS needs to further analyze the fact that elementary students in Cheyenne, Wyoming represent 60 percent of military-related students and specific neighborhoods are more impacted than others.

RESPONSE: The Draft EIS analysis assumes a 55 percent and 45 percent split between elementary and secondary levels for immigrant students. These ratios came from Peacekeeper in Minuteman Silos monitoring data and are thought to be reflective of the demographic characteristics associated with the Rail Garrison program personnel. The summation of individual choices for housing locations that reflects the existing distribution of military-related enrollment throughout the district would not necessarily be valid for Rail Garrison immigrants since there would be changes in the underlying housing market conditions on which these choices were based. Therefore, the assumption that "students would be dispersed throughout the district, reducing instances of localized overcrowding" seems appropriate.

260 6 **ISSUE:** The location of appropriate/available housing needs in the Cheyenne, Wyoming area need to be further analyzed.

RESPONSE: Discussion with local housing market representatives indicate available housing is dispersed throughout the community.

260 7 **ISSUE:** The Draft EIS does not address the impacts on school district property. If the north site is used for the Missile Assembly Building, what restrictions would be placed on this property?

RESPONSE: The restrictive easement for the Missile Assembly Building does not involve the school district land. However, the restrictive easement for the Rail Garrison Train Alert Shelters does. About 160 acres of the school property (the southwest area) would lie within the inhabited building restrictive easement. This land would be treated no differently than private land within the easement. Current uses (grazing

and an uninhabited building) could continue without restriction. Air Force Regulation 127-100 would preclude from the restrictive easement any future structure designed for human occupation (on a permanent basis), gathering places for outdoor recreation (such as athletic fields or stadiums), overhead power lines of 69 KV or more, and nonmilitary runways. There would be no Air Force restriction on the approximately 246 acres of school district land outside the restrictive easement.

- 261 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Grand Forks AFB, North Dakota because without our military services, we would not have this opportunity to voice our opinions.

RESPONSE: See response to Document 3, Comment 1.

- 262 1 **ISSUE:** Request that dust control measures during construction, open burning, indoor air quality, and compliance with air quality standards be included in the Final EIS.

RESPONSE: It was assumed for the air quality modeling of fugitive emissions that sufficient watering would be performed to reduce emissions by 50 percent. Open burning was not discussed in the Draft EIS. This activity is controlled by local and state air pollution control agencies. Open burning is not planned for the Proposed Action. Indoor air pollution is not discussed under the Air Quality sections. The Clean Air Act, which deals with atmospheric air quality, does not include any regulations regarding indoor air quality. In the workplace, air quality is an occupational safety and health issue and is regulated by the Occupational Health and Safety Administration. The compliance with air quality standards is discussed in the EIS. Compliance is part of the level of impact criteria.

- 262 2 **ISSUE:** Request that potable water, body contact recreation, and compliance with wastewater treatment standards be included in the Final EIS.

RESPONSE: These concerns have been incorporated into the environmental analyses in the water resources section at each base.

- 262 3 **ISSUE:** Request that any unusual or suspected health effects associated with solid waste disposal, the effects of littering, and provisions for cleanup of solid waste should be included in the Final EIS.

RESPONSE: The Peacekeeper Rail Garrison program is not anticipated to generate any solid waste with unusual or suspected health effects. Onbase construction activities will be conducted in a manner that reduces the amount of litter and all sites will be maintained in a manner that reduces the potential for vectors.

- 262 4 **ISSUE:** Request that ambient noise levels during construction and implementation, and the effectiveness of any proposed noise reduction measures following construction and implementation be included in the Final EIS.

RESPONSE: Ambient noise levels during the construction and operations phases were considered in the EIS. Since none of the noise impacts were considered significant, noise mitigation measures were not proposed.

- 262 5 **ISSUE:** Request that the Final EIS include exposures to ionizing and nonionizing radiation which may adversely affect human health.
- RESPONSE:** The significant ionizing radiation risks are discussed in Chapter 5 of the EIS. No significant nonionizing radiation hazard has been identified in the Proposed Action.
- 262 6 **ISSUE:** Request that the Final EIS include solid, liquid, or gaseous wastes which because of their physical, chemical, or infectious characteristics pose a substantial threat to human health.
- RESPONSE:** See response to Document 33, Comment 68.
- 262 7 **ISSUE:** Request that the Final EIS include contamination of floodplains and how the food chain is affected.
- RESPONSE:** Construction and operation activities in or adjacent to wetlands and floodplains may result in increased siltation or the accidental release of waste oil, gasoline or other foreign substances into these areas and the subsequent contamination of the food chain. Also see responses to Document 50, Comments 84 and 103.
- 262 8 **ISSUE:** Request that the EIS include an analysis of construction in floodplains which may endanger human health.
- RESPONSE:** Construction activities would occur in floodplains only at Barksdale AFB, Louisiana and are discussed in EIS Section 4.3.8. Also see response to Document 262, Comment 7.
- 262 9 **ISSUE:** The Final EIS should include evaluation of the occupation and public health hazards associated with the construction and operation of the proposed program.
- RESPONSE:** See response to Document 50, Comment 22.
- 262 10 **ISSUE:** Request that the Final EIS include general worker safety/injury control provisions.
- RESPONSE:** See response to Document 262, Comment 9.
- 262 11 **ISSUE:** Will the Air Force provide adequate ventilation, heating, insulation, and lighting in housing?
- RESPONSE:** Government-built housing will comply with all regulations concerning specifications for these items. The Air Force, however, does not have control over privately developed units.
- 262 12 **ISSUE:** The Final EIS should include vector control provisions.
- RESPONSE:** Vector control provisions were not specifically analyzed since the proposed program is not expected to result in any vector control problems at any of the candidate installations. Also see response to Document 262, Comment 3.
- 262 13 **ISSUE:** The Final EIS should include the impacts of the project on the displacement and/or relocation of persons.

RESPONSE: Wherever an inhabited building is located within an area proposed to be acquired in fee, the owner may sell the residence to the Air Force. The Air Force would pay fair market value for the land and structures. The owner would be given the opportunity to repurchase the house and improvements at salvage value. Relocation benefits would be paid as authorized by law. Wherever an inhabited building is located within a proposed restrictive safety easement area, the same rules would apply to the building. The land, however, would remain with the present owner and could be used for any purpose other than inhabited buildings (see EIS Section 4.0 for details).

- 263 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison program at Eaker AFB, Arkansas for reasons as overwhelming local acceptance and peace through a strong national defense system.

RESPONSE: See response to Document 3, Comment 1.

- 264 1 **ISSUE:** The Final EIS should address the environmental impacts associated with all stages of nuclear warhead production, handling, shipping and all other processes or activities that are part of the warhead manufacturing process.

RESPONSE: The production of warheads for the Peacekeeper Rail Garrison missiles is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 265 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison in the State of Michigan or anywhere and requests that no action be taken on the system proposed for Wurtsmith AFB.

RESPONSE: See response to Document 3, Comment 1.

- 266 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison program in Minot, North Dakota because of increased jobs the project will bring to the area.

RESPONSE: Noted.

- 267 1 **ISSUE:** Commentor on the Draft EIS states that the very small increases to public services such as fire, police, and public works will not result in deterioration of the quality of services received by the public in Minot, North Dakota.

RESPONSE: Noted.

- 267 2 **ISSUE:** Commentor on the Draft EIS states that there is no need for concern about water shortages in Minot, North Dakota due to the adequate supplies and reserves of fresh water in Minot.

RESPONSE: Noted.

- 267 3 **ISSUE:** Commentor on the Draft EIS states the City of Minot, North Dakota can handle the anticipated small increases in solid waste without hiring any additional manpower or purchasing new equipment.

RESPONSE: Noted.

268 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Whiteman AFB, Missouri because it will be an asset to the community and our country must have defensive power.

RESPONSE: See response to Document 3, Comment 1.

269 1 **ISSUE:** Concerned about the noise level near Fairchild AFB, Washington due to the proposed move of the ATC resistance training compound and the relocation of the explosive ordnance disposal (EOD) range.

RESPONSE: The Bartholomew Road area is currently subjected to noise from Fairchild AFB aircraft operations and from activities at the EOD range and the ATC resistance training compound (RTC). Noise levels in the Bartholomew Road area, resulting from aircraft operations, range from 75 to 80 dBA (L_{dn}). Estimated noise levels resulting from activities in the EOD range and the RTC (existing locations) are approximately 35 to 40 dBA. The proposed relocation of these facilities will reduce their distance to the Bartholomew Road area. However, calculations, based on the attenuation of sound with distance, indicate these distance reductions will increase the noise levels in the Bartholomew Road area by about 3 dBA. It has been found experimentally that most people can just detect noise level changes of 2 to 3 dBA. Thus, the projected increase of 3 dBA in noise levels should hardly be noticed by Bartholomew Road residents.

269 2 **ISSUE:** Concerned that property values in the Medical Lake, Washington area will decrease because the area will become undesirable due to noise levels.

RESPONSE: The increase in noise levels is not expected to adversely affect property values in the area.

270 1 **ISSUE:** Why is the rest of Montana not given a chance to testify at a convenient location?

RESPONSE: See response to Document 34, Comment 11.

270 2 **ISSUE:** Will the program replace 10 Minuteman for 1 MX?

RESPONSE: Issues regarding strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

270 3 **ISSUE:** Why does the Air Force mislead the public by telling them that MX history began in 1983, with the Scowcroft Commission Report?

RESPONSE: The date is mentioned in connection with the history of the Rail Garrison basing mode, not of the missile itself. That history can reasonably be said to begin with the Scowcroft Commission.

270 4 **ISSUE:** How much will the transient population increase in Cascade County, Montana with the announcement of adoption of these nuclear programs?

RESPONSE: During the construction phase, fewer than 30 immigrants and their dependents are projected to be unsuccessful job seekers. This estimate is based on similar military construction programs.

- 270 5 **ISSUE:** Who will assist construction workers to relocate after the project is completed?
- RESPONSE:** Construction is carried out by private contractors. They assume the responsibility for personnel buildup and phase down.
- 270 6 **ISSUE:** Will outside businesses refuse to locate here if the military presence is increased?
- RESPONSE:** See response to Document 33, Comment 91.
- 270 7 **ISSUE:** What are the psychological effects on us and our children with nuclear warheads located right here in town?
- RESPONSE:** See response to Document 5, Comment 14.
- 270 8 **ISSUE:** What happens if an aircraft flying nuclear warheads in and out of Malmstrom AFB, Montana crashes either onbase or offbase on approach?
- RESPONSE:** The Air Force has contingency plans to handle any emergency which might arise from the transport of nuclear weapons. During all forms of warhead transport, safety measures are designed to prevent any accident from causing the weapon to detonate.
- 270 9 **ISSUE:** Is there a limit on mitigation monies available for the Great Falls, Montana school district?
- RESPONSE:** The impacts are not sufficient in magnitude to trigger Office of Economic Adjustment educational assistance funds. Therefore, no mitigation funds are available.
- 270 10 **ISSUE:** How will the socioeconomic pattern in Great Falls, Montana change; that is, what will be the effects on average age and income during construction and during deployment?
- RESPONSE:** Construction worker wages are estimated at about \$29,900 while military wages during operations would be about \$17,400. Per capita personal income would remain essentially unchanged at \$12,300. Military personnel are expected to be slightly younger than the average in the county. However, because of the relatively small size of the program, the demographic make-up of the county would remain essentially unchanged.
- 270 11 **ISSUE:** What will prevent a boom and bust cycle locally and/or nationally?
- RESPONSE:** Because the project is small, as major defense projects go, no great boom is expected. Therefore, no bust is expected. On the contrary, operations income will likely serve as a stabilizing impact.
- 270 12 **ISSUE:** Has the Air Force studied previous boom and bust cycles, such as at Glasgow, Montana?
- RESPONSE:** Yes, the Air Force looked at large numbers of boom/bust articles and other studies. According to standing definitions, no boom/bust is expected.

- 270 13 **ISSUE:** Will homes along rail rights-of-way be subject to unannounced searches and observation?
- RESPONSE:** No.
- 270 14 **ISSUE:** Will plainclothes or secret agents be stationed at intervals along the tracks where the MX might travel?
- RESPONSE:** No.
- 270 15 **ISSUE:** Will we still be able to carry arms, as guaranteed by the Constitution, along affected lines?
- RESPONSE:** Yes.
- 270 16 **ISSUE:** During serious arms reduction negotiations, why even consider building additional nuclear systems?
- RESPONSE:** Issues regarding strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 270 17 **ISSUE:** Could tourists start regarding Great Falls, Montana as "Nuclear City?"
- RESPONSE:** See response to Document 33, Comment 4.
- 270 18 **ISSUE:** Since MX missiles are theoretically mobile, why aren't there more hearings throughout the state?
- RESPONSE:** See response to Document 34, Comment 11.
- 270 19 **ISSUE:** What law or regulation states that the Air Force can use the first portion of the program for their own promotion, leaving the citizens to a time-limited second position?
- RESPONSE:** See response to Document 39, Comment i.
- 270 20 **ISSUE:** What visual markings will distinguish a training train?
- RESPONSE:** The training trains would resemble existing railroad equipment as much as possible. The final design may be influenced by the results of arms control talks.
- 270 21 **ISSUE:** Since we cannot safely store nuclear wastes at the Hanford Reservation in Washington state and at the Savannah River station in Georgia, how do we rationalize adding more tonnage to those ecological messes?
- RESPONSE:** See response to Document 50, Comment 30.
- 270 22 **ISSUE:** What would happen if 1 of the 10 bombs within the MX missile detonates; if all 10 detonate; if all 8 to 12 missiles detonate?
- RESPONSE:** See response to Document 33, Comment 45.
- 270 23 **ISSUE:** How many tons of common metals (iron, steel, etc.), precious metals (platinum, gold, silver, etc.), and other products (vinyl, pipe, caulking, lumber, etc.) will be consumed in production and deployment?

RESPONSE: Major construction materials consist of about 7,600 tons of structure steel, 294 tons of reinforcing steel, 45,000 square feet of metal siding, 542,000 pounds of miscellaneous metal, 300 tons of asphalt, 57,000 square feet of plywood, and 540,000 board feet of lumber.

- 270 24 **ISSUE:** Other than the Cuban Missile Crisis of nearly 30 years ago, what examples of international tension would cause MX trains to be dispersed?

RESPONSE: Another more recent event that might have caused a higher authority to order dispersal of the trains is the 1973 Middle East War.

- 270 25 **ISSUE:** Will civilian train crews and/or civilian railroad dispatchers be inducted into the military during MX rail dispersal?

RESPONSE: No.

- 270 26 **ISSUE:** Can MX be launched from inside the garrison?

RESPONSE: Yes.

- 270 27 **ISSUE:** If long-range area reduction negotiations succeed, thereby reducing long-range ICBMs by 50 percent, will the MX be scrapped?

RESPONSE: Issues regarding strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 270 28 **ISSUE:** MX and Midgetman nuclear systems are called "deterrent" in nature by the Air Force. Will they be firing on empty Soviet silos as logic dictates, or will they be used as a first-strike weapons?

RESPONSE: Issues regarding strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 270 29 **ISSUE:** Will current Minuteman missiles be rendered obsolete one-for-one with replacement of either MX or Midgetman?

RESPONSE: Issues regarding strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 270 30 **ISSUE:** Why does the Air Force call a nuclear delivery and explosive system "Peacekeeper" while the current defense appropriation bill still refers to the same system as MX?

RESPONSE: See response to Document 37, Comment 1.

- 270 31 **ISSUE:** Under the "No Alternative" choice, the Air Force has not outlined the national and local benefits of building neither MX or Midgetman, thus leaving the money in the private sector. Why not?

RESPONSE: Not building either system would not necessarily have the effect of "leaving the money in the private sector." Also see response to Document 37, Comment 15.

- 270 32 **ISSUE:** Is it possible that the Secretary of Interior or Agriculture could order the launch of the MX or Midgetman?

RESPONSE: Issues related to Presidential succession are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 270 33 **ISSUE:** What will prevent an accidental launch because of computer error?

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 270 34 **ISSUE:** Section 4.9 of the Draft EIS deals exclusively with Malmstrom AFB. Yet, on Page 4.9-29 (first paragraph) the Draft EIS mistakenly refers to the "Cheyenne area" while on page 4.9-66 the Draft EIS twice mistakenly refers to "Grand Forks AFB". What assurances do we have that Air Force training manuals are prepared any more accurately?

RESPONSE: The errors identified and others in the document have been corrected in the Final EIS.

- 271 1 **ISSUE:** Commentor opposed to Peacekeeper missiles being deployed at Wurtsmith AFB, Michigan. Requests that there be no action regarding the Final EIS and existing Peacekeeper missiles be taken apart and made useless.

RESPONSE: See response to Document 3, Comment 1.

- 272 1 **ISSUE:** Letter transmits document number 7.

RESPONSE: Noted.

- 273 1 **ISSUE:** The fascists' won World War II by manipulation of our government.

RESPONSE: See response to Document 3, Comment 1.

- 273 2 **ISSUE:** The MX invites disaster to our nation.

RESPONSE: See response to Document 3, Comment 1.

- 273 3 **ISSUE:** Scientists and Congress did not have full access of actual amounts of fallout in the 1959 hearings.

RESPONSE: Noted.

- 273 4 **ISSUE:** Radiation causes "race poisoning" and has resulted in an AIDS epidemic. Do the Russians love their babies? How many genetically afflicted children are enough?

RESPONSE: There is no generally accepted evidence that radiation causes "race poisoning" or played any part in the AIDS epidemic. Any genetically affected children are too many; the Peacekeeper Rail Garrison system is not expected to cause any genetic afflictions.

- 273 5 **ISSUE:** In commentor's opinion, human bodies are piling up as a result of radiation and few believe it.

RESPONSE: Exposure to radiation does cause an increased likelihood of cancer in humans. The average annual radiation dose to individuals in the

United States is 210 millirems, mostly from natural background radioactivity and medical applications. The increased risk of cancer as a result of exposure to that amount of radiation is approximately .002 percent. A person in the fallout cloud of a worst-case radiation release from a Peacekeeper weapon would receive a radiation dose of approximately 600 millirems, causing an increased cancer risk of .006 percent. Also see response to Document 7, Comment 3.

- 273 6 **ISSUE:** Commentor urges the government to take a more rational approach to protection; we cannot afford the Rail Garrison and its inherent risks.

RESPONSE: See response to Document 3, Comment 1.

- 274 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Whiteman AFB, Missouri. Whiteman is an integral part of the community with an excellent relationship between base personnel and Warrensburg.

RESPONSE: See response to Document 3, Comment 1.

- 275 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison; nuclear war is immoral and a different way of spending the billions of dollars should be found.

RESPONSE: See response to Document 32, Comment 1.

- 276 1 **ISSUE:** Commentor requests that the No Action Alternative be chosen. Nuclear weapons should not be deployed in Michigan or anywhere else.

RESPONSE: See response to Document 3, Comment 1.

- 277 1 **ISSUE:** Commentor opposed to the MX missiles being located at Fairchild AFB, Washington because they are environmental hazards to the entire world.

RESPONSE: Noted.

- 278 1 **ISSUE:** Commentor supports the Rail Garrison program at F.E. Warren AFB, Wyoming because the program is vitally important to the security and defense of our country, significant economic impacts, and community support.

RESPONSE: Noted.

- 279 1 **ISSUE:** Commentor requests that no action be taken in Michigan because of the safety of our citizens.

RESPONSE: See response to Document 3, Comment 1.

- 280 1 **ISSUE:** Concerned that the military will increase its claims on the national railroad system and significantly restrict a portion of it.

RESPONSE: See response to Document 33, Comment 76.

- 281 1 **ISSUE:** Commentor in support of the project at Grand Forks AFB, North Dakota because of community support, little adverse impacts, and increased employment.

RESPONSE: Noted.

- 282 1 **ISSUE:** Resolution in full support of the project at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 283 1 **ISSUE:** Commentor in support of the project at Grand Forks AFB, North Dakota because of existing rail lines, lower cost in North Dakota, minimal environmental impact, and favorable economic impact.

RESPONSE: Noted.

- 284 1 **ISSUE:** Commentor in support of the project at Grand Forks, North Dakota because the system is affordable, Grand Fork's excellent rail network, minimal environmental impact, and positive economic impact.

RESPONSE: Noted

- 285 1 **ISSUE:** Will the MX project necessitate a new rail line in Grand Forks, North Dakota which will cut through American Indian burial grounds?

RESPONSE: Construction of a possible second rail line is not a part of the Proposed Action or alternatives, and it was not analyzed in detail. EIS Section 4.7.14 is intended simply to identify major concerns requiring further analysis should a second rail line be considered in the future. In that event, more detailed studies would be conducted including archeological survey and Native American consultation. The Air Force has been a leader in the involvement of Native Americans in planning at the regional and national level. It is Air Force policy to work directly with civil and traditional leaders of tribal groups to avoid all sensitive sites to the extent possible. If burials cannot be avoided, or are encountered accidentally during construction, they would be reburied or otherwise treated in accordance with the wishes and customs of the appropriate tribes (see EIS Sections 1.8 and 4.7.14). Also see responses to Document 7, Comment 5 and Document 50, Comments 15.

- 286 1 **ISSUE:** Opposed to the MX missile system at Dyess AFB, Texas because Abilene is already burdened with the B-1 bomber which has not lived up to its reputation as a plane or an economic boom.

RESPONSE: Noted.

- 287 1 **ISSUE:** Why were most of the issues raised during scoping not addressed in the Draft EIS?

RESPONSE: The EIS covers all issues that are within the scope of the EIS whether identified at scoping meetings, in public comments to the Draft EIS, or at any other time. Also see response to Document 33, Comment 53.

- 287 2 **ISSUE:** Requests extending deadline for filing written comments until at least 45 days after the Draft EIS and information references have been sent.

RESPONSE: See responses to Document 50, Comments 1 and 2.

- 287 3 **ISSUE:** Public hearings should provide more comment time and hearings should be held in all communities with populations greater than 50,000 within 5 miles of MX train rail lines.
- RESPONSE:** See response to Document 34, Comment 6.
- 287 4 **ISSUE:** The means of transportation and routes to be used in transporting the MX missiles and their warheads from Wyoming to Missouri must be considered in the EIS.
- RESPONSE:** Missiles will be transported by rail and the warheads will be transported by military airlift. The safety considerations of these transport modes and routes are analyzed in Chapter 5 of the EIS.
- 287 5 **ISSUE:** The risk and consequences of radiation leakage during transportation must be considered in the Final EIS.
- RESPONSE:** The issue is treated in EIS Sections 5.2.2.3 and 5.3.2.
- 287 6 **ISSUE:** The risk and consequences of accidental or intentional detonation of nuclear warheads during transport of weapon system from Wyoming to Missouri needs to be addressed in the EIS.
- RESPONSE:** See response to Document 33, Comment 45.
- 287 7 **ISSUE:** The risk and consequences of accidental or intentional ignition of the rocket fuel for the missiles during transport must be addressed in the EIS.
- RESPONSE:** See EIS Sections 5.3.1.4 and 5.4.
- 287 8 **ISSUE:** Why were the risk and consequences of accidental detonation of one or more of the warheads while they are in storage not considered in the EIS?
- RESPONSE:** See response to Document 33, Comment 45.
- 287 9 **ISSUE:** The risk and consequences of the accidental ignition of the missile fuel while the stages are in storage needs to be addressed.
- RESPONSE:** An accidental, inadvertant, or deliberate (without emergency war orders) launch or detonation of the missile or components while on alert, in transit, or in storage is virtually impossible. In the unlikely event of such an accident, the risk and consequences would be no greater than those described in the EIS. Also see EIS Sections 5.1.1.2 and 5.1.4.
- 287 10 **ISSUE:** Why were the risk and consequences of the accidental launching of a missile while on alert not considered in the EIS?
- RESPONSE:** See response to Document 287, Comment 9.
- 287 11 **ISSUE:** What are the risk and consequences of sabotage of the missiles at Whiteman AFB, Missouri?
- RESPONSE:** The probability of such an event is estimated to be extremely remote because the garrison at Whiteman AFB will be well guarded. Therefore, adding in the risk of such an occurrence would not change the risk reported in Chapter 5 of the EIS.

- 287 12 **ISSUE:** What are the consequences of having the warheads in storage at Whiteman AFB, Missouri fall into the hands of terrorists either through terrorism or subversion by employees?
- RESPONSE:** See response to Document 33, Comment 45.
- 287 13 **ISSUE:** What are the risks and consequences of an accident caused by earthquakes, tornados, flooding or other natural disasters while the system is in the garrisons?
- RESPONSE:** These are addressed in EIS Section 5.2.3.
- 287 14 **ISSUE:** Why are the consequences of Soviet nuclear attack on Whiteman AFB, Missouri not addressed in the EIS?
- RESPONSE:** Consequences of an enemy attack are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 15 **ISSUE:** Why is the increased risk of nuclear war and the consequences thereof due to the deployment of Rail Garrison not addressed in the EIS?
- RESPONSE:** The issue of increased risk of nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 16 **ISSUE:** What are the transportation risks due to the tremendous size of the missile car?
- RESPONSE:** See response to Document 33, Comment 74.
- 287 17 **ISSUE:** What are the transportation risks due to the age and strength of rail lines and bridges?
- RESPONSE:** Peacekeeper trains will not impose greater loads on rails and bridges than some current commercial traffic. The Federal Railway Administration statistics used to calculate the accident rate for the safety analysis includes accidents from all causes, including those due to rail or bridge failure. The rail safety analysis in the EIS thus reflects the possibility of accidents due to age and strength of rail lines and bridges. Also see response to Document 24, Comment 2.
- 287 18 **ISSUE:** What are the transportation risks due to the lack of familiarity of Air Force train operators with the railroad lines that they will be traveling on?
- RESPONSE:** See response to Document 15, Comment 4.
- 287 19 **ISSUE:** What are the risks of an accident caused by blizzard, thunderstorm, flooding, earthquake, tornado, or other natural disaster during transport of the missiles?
- RESPONSE:** These are addressed in EIS Section 5.2.3. Also see response to Document 33, Comment 66.
- 287 20 **ISSUE:** The outsized nature of the missile launch car makes it easy to identify while on the national rail network. What are the risks of sabotage while being transported?

RESPONSE: This is discussed in EIS Section 5.1.6. Also see response to Document 33, Comment 74.

- 287 21 **ISSUE:** Does the Safety section consider the effects on the area rail lines and bridges due to the movement of Peacekeeper missiles over them?

RESPONSE: Yes. Also see responses to Document 24, Comment 2 and Document 287, Comment 17.

- 287 22 **ISSUE:** What are the consequences of the accidental ignition or firing of the missile due to a rail accident?

RESPONSE: See response to Document 287, Comment 9.

- 287 23 **ISSUE:** What are the consequences of an accidental detonation of a warhead due to a rail accident?

RESPONSE: See response to Document 287, Comment 9.

- 287 24 **ISSUE:** What are the plans for evacuation of area communities in case of an accident involving a train carrying missiles?

RESPONSE: This is discussed in EIS Section 5.5. Also see response to Document 33, Comment 55.

- 287 25 **ISSUE:** What are the health and economic costs to residents who would be evacuated in case of an accident?

RESPONSE: In the unlikely event of an accident which requires evacuation of residents, requests for compensation for personal injuries, damage, or loss will be evaluated in accordance with Air Force regulations. There are no particular anticipated health effects on persons who have been evacuated in a timely manner.

- 287 26 **ISSUE:** Certainly, even in times of peace, the system must be tested on actual railroad tracks. This will expose communities along the railroad tracks to the numerous risks associated with movement of live missiles.

RESPONSE: There will be no system testing involving movement of "live missiles" on the national rail network. Peacekeeper trains with "live missiles" will be on the public tracks infrequently if ever and, then, only when directed to disperse by a higher authority in time of national need. The training trains without the missiles or nuclear warheads would travel to the garrison installations to conduct dispersal training exercises. Occasionally, components of the Peacekeeper train, including missiles without the warheads, may have to be moved to the main operating base at F.E. Warren AFB, Wyoming or depot facilities for major repair and maintenance.

- 287 27 **ISSUE:** What are the risks and consequences of a preemptive Soviet nuclear attack caused by the dispersal of the Rail Garrison system being seen as a threatening act by the Soviets?

RESPONSE: Issues of a nuclear attack are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

287 28 **ISSUE:** What are the risks and consequences of a nuclear warhead, from a Rail Garrison train that is dispersed in a time of national need, falling into the hands of terrorists?

RESPONSE: The probability of such an event is estimated to be extremely remote because both the trains and garrisons will be well guarded and the effort and time required to remove a warhead from the missile is beyond the capability of a terrorist group. Therefore, adding in the risk of such an occurrence would not change the risk reported in the EIS. If terrorists, or anyone for that matter, were able to obtain a warhead, the security and safety devices on the weapon would prevent any nuclear detonation. The consequences of any use they might make of the hazardous material in the weapon would not likely be any greater than those described in Section 5.4 of the EIS. Also see response to Document 34, Comment 17.

287 29 **ISSUE:** What are the risks and consequences of using Air Force personnel to operate the MX rail cars while they are carrying warheads?

RESPONSE: See responses to Document 15, Comments 4 and 5.

287 30 **ISSUE:** What are the risks and consequences of a Soviet attack on the Rail Garrison system following dispersal of the system in a time of national need?

RESPONSE: Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

287 31 **ISSUE:** What is the impact of an electromagnetic pulse on the Rail Garrison system?

RESPONSE: The system is designed to be resistant to electromagnetic pulse. Issues of operational capabilities are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

287 32 **ISSUE:** Why were the risks of accident and damage inherent to the launching of missiles from a rail car not considered in the EIS?

RESPONSE: The issue of operational launch of a missile is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

287 33 **ISSUE:** The EIS should consider the specific economic consequences of the waste of \$20 billion of the money of U.S. taxpayers for the deployment of the MX missile.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

287 34 **ISSUE:** The EIS needs to address the tremendous strain on schools, hospitals, police forces, and utilities from the sudden influx of personnel to construct Rail Garrison at Whiteman, AFB, Missouri.

RESPONSE: Impacts of the Proposed Action on schools and public services are discussed in EIS Section 4.11.1.3, and impacts on utilities in EIS Section 4.11.2.3.

- 287 35 **ISSUE:** The EIS needs to address the damage to the local economy caused by the sudden departure of workers after the completion of the garrisons.
- RESPONSE:** See response to Document 270, Comment 11.
- 287 36 **ISSUE:** The EIS doesn't address the severe economic adverse impacts which will affect Warrensburg, Missouri such as increased unemployment, and a higher inflation rate.
- RESPONSE:** No measurable changes in the local unemployment or inflation rates are expected in Warrensburg as a result of this program.
- 287 37 **ISSUE:** Adverse secondary effects at Warrensburg, Missouri need to be addressed, such as higher crime rate, poorer public facilities (schools and hospitals) and a lower standard of living.
- RESPONSE:** Potential impacts on employment and income, public services, and education are presented in Section 4.11.1 of the EIS.
- 287 38 **ISSUE:** The Rail Garrison system is a first-strike weapon and greatly increases the risk of nuclear war. The EIS should discuss this as one of the consequences of deployment.
- RESPONSE:** Issues of increased risk of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 39 **ISSUE:** The United States already has more than sufficient nuclear arms to deter Soviet attack, no additional weapons are needed. The Air Force has no good reason to increase the risk of nuclear war nor endanger the United States by putting MX missiles on railcars at Whiteman, AFB, Missouri.
- RESPONSE:** See response to Document 3, Comment 1.
- 287 40 **ISSUE:** The EIS should consider the use of Trident II missiles as an alternative to the Proposed Action. This would be a much better, safer and cheaper method.
- RESPONSE:** Consideration of alternative strategic systems is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 41 **ISSUE:** The EIS should consider as an alternative to the Proposed Action the deployment of nonfirst-strike weapons which are lighter, smaller and less expensive.
- RESPONSE:** Consideration of alternative strategic systems is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 42 **ISSUE:** Adequate public notice for the public scoping meetings was not given. The Federal Register was the only notice given and that notice did not give the date, time, or location of the hearings.
- RESPONSE:** See response to Document 33, Comment 52.
- 287 43 **ISSUE:** The Air Force did not provide the public with sufficient information to evaluate the proposal prior to scoping.

RESPONSE: The purpose of scoping is to identify issues to be addressed in the EIS. Handouts were distributed to the public at the meetings. Inputs have been accepted since the Notice of Intent verbally or in writing.

- 287 44 **ISSUE:** The scoping hearings for the program were inadequate. People wishing to speak should be given at least 10 minutes each and at least 6 hours should be given to public comment.

RESPONSE: Public scoping meetings were held in accordance with the Council on Environmental Quality Regulations (40 CFR 1500-1508) and Air Force Regulation 19-2. Those unable to speak at the meetings were encouraged to submit written input, which received the same consideration as spoken comments. The purpose of scoping is to identify issues to be covered by the EIS. The Final EIS covers all issues that are within the scope of the EIS, whether identified at scoping meetings, in public comments to the Draft EIS, or at any other time.

- 287 45 **ISSUE:** Adequate public notice of the hearings was not given. The Air Force should take out advertisements in the newspapers and radio and TV stations in each community.

RESPONSE: See response to Document 34, Comment 9.

- 287 46 **ISSUE:** Written information needs to be provided to the public more than 30 days prior to the public hearings to comply with the National Environmental Policy Act.

RESPONSE: See response to Document 50, Comment 1.

- 287 47 **ISSUE:** The Draft EIS is deficient because it does not state the weight of each component to be carried on the missile launch car, i.e., the car itself, the canister, the launching apparatus, the hoisting apparatus, and all other materials on the car.

RESPONSE: The Peacekeeper train is adequately described in Section 1.3.2 of the EIS.

- 287 48 **ISSUE:** It is my understanding that the Air Force is considering launching the MX missiles not from the rail cars but from stationary, permanent missile silos that it plans to build at various points along the rail lines that the MX rail cars would travel. The Draft EIS for the proposed MX Rail Garrison does not consider any of the numerous and substantial peacetime environmental impacts of the construction, maintenance and use of stationary missile silos for launching of the MX missile.

RESPONSE: The Proposed Action does not include use of missile silos of any kind.

- 287 49 **ISSUE:** The majority of the weight of the missile launch car will be concentrated at one end. The EIS should discuss the risks associated with this uneven weight distribution.

RESPONSE: Initial concept designs for the missile launch car do not project an uneven weight distribution for the launch car. Also see response to Document 33, Comment 74.

- 287 50 **ISSUE:** The center of gravity of the missile launch car will be dangerously high. The EIS should discuss the risks associated with this condition.
- RESPONSE:** The center of gravity for Peacekeeper Rail Garrison cars will not be dangerously high. Also see responses to Document 33, Comment 74 and Document 287, Comment 17.
- 287 51 **ISSUE:** The EIS needs to address the interaction of length, weight, center of gravity and how they affect the stability of the car and the risks associated with this.
- RESPONSE:** See responses to Document 33, Comment 74 and Document 287, Comment 17.
- 287 52 **ISSUE:** Since the Air Force doesn't know the final design of the missile launch car, it might be substantially larger than is discussed in the Draft EIS. The EIS should consider the greater risks inherent in any greater length, width, weight, etc.
- RESPONSE:** See responses to Document 33, Comment 74 and Document 287, Comment 17.
- 287 53 **ISSUE:** The American Association of Railroads designates any car more than 12 feet wide as a "wide load," and provides that all adjacent tracks must be cleared to avoid accidents. The EIS should discuss the impact of this on system safety and security.
- RESPONSE:** It is not anticipated that all adjacent tracks must be cleared; see EIS Sections 1.3 and 5.1.5. Also see response to Document 33, Comment 74.
- 287 54 **ISSUE:** It is unlikely that military operations will have significant experience on train operation. The EIS must consider the increased risk of accidents due to the low level of experience of Air Force operators.
- RESPONSE:** See responses to Document 15, Comments 4 and 5.
- 287 55 **ISSUE:** The "Unauthorized Access" section of the Draft EIS does not adequately address terrorism and sabotage. The environmental consequences of these acts should be addressed specifically.
- RESPONSE:** Issues of strategic policy and enemy threat assessment are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 287 56 **ISSUE:** In order to interface with the commercial railway system, the Air Force will need to communicate its intentions. How will terrorists be prevented from following these communications and waiting to ambush Rail Garrison trains?
- RESPONSE:** Operational details having no environmental impacts are beyond the scope of this EIS. Also see response to Document 34, Comment 17.
- 287 57 **ISSUE:** The EIS should discuss the environmental impact of the safety measures that the Air Force will take to avoid sabotage and terrorist attacks.

RESPONSE: See response to Document 33, Comment 21.

- 287 58 **ISSUE:** The EIS should deal with the public interface problems associated with acts of civil disobedience directed toward Rail Garrison. Congress specifically wanted the Air Force to address this.

RESPONSE: The unpredictability of Peacekeeper train movements for mainline training or dispersal will make holding of vigils by potential demonstrators on the track off the base difficult. Therefore, no civil disturbance of substantial scale or duration is anticipated. If such a disturbance should occur, federal, military, and civil law enforcement agencies have the responsibility and capability to maintain order. While the offbase tracks will not be secured by military personnel, the trains will be. The security personnel on the trains will safeguard them. In the event that individuals were to interfere with train operations, security measures could be taken including detention of those responsible for criminal offenses against the trains or crews. Such detainees would be turned over promptly to appropriate civil authorities. The measures to assure maintenance of order and the security of the train are not anticipated to cause significant environmental impacts.

- 287 59 **ISSUE:** On June 17, 1966, a United States plane crashed in Spain while carrying nuclear missiles and one missile was missing for several months. The EIS should consider the risk and consequences of having a warhead missing for several days, weeks or months.

RESPONSE: The probability of a crash involving an Air Force C-141B aircraft transporting a reentry system (RS) is very unlikely (see EIS Section 5.3.2). Moreover, in the event of a crash, the probability of a reentry vehicle (RV) and its attendant warhead being separated from the RS and lost is even more unlikely. However, in the extremely unlikely event that a warhead would be further separated from a RV, and could not be located and was "leaking" radiation, it would be quickly located by radiation detectors. If no radiation was escaping, the only consequence during the time it was temporarily missing would be that a potentially large area might be cordoned off while the crews searched for it.

- 287 60 **ISSUE:** Army documents that are incorporated into the EIS by reference should be made available to the public and an additional 45 days provided for written comments on the Draft EIS after providing this material.

RESPONSE: See responses to Document 50, Comments 1 and 2.

- 287 61 **ISSUE:** The EIS should state what criteria will be used and what tests will be run by the Air Force Inspection and Safety Center and the Department of Defense Explosive Safety Board for certification and siting approval of facilities.

RESPONSE: See the discussion in Section 5.1 of the EIS. The criteria and other details of the procedures used are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 287 62 **ISSUE:** The EIS should discuss the consequence of sabotage by Air Force personnel.

RESPONSE: See response to Document 287, Comment 28.

287 63 **ISSUE:** The EIS should consider the risk of accident due to problems with communications between Air Force and civilian train controllers.

RESPONSE: The means of communication between Peacekeeper trains and civilian train controllers are described in EIS Section 5.2.1.1. Communications between Peacekeeper train and certain controllers will be as efficient, or more efficient, than communication between the controller and commercial trains. The Federal Railway Administration rail accident data used to predict accidents and calculate risk in the EIS safety analysis includes accidents caused by miscommunication. The safety analysis in the EIS therefore includes the risk of accidents due to Peacekeeper trains to train controller communication problems.

287 64 **ISSUE:** Trains would be dispersed in times of "national need." The term "national need" is not defined anywhere in the Draft EIS.

RESPONSE: See response to Document 33, Comment 98.

287 65 **ISSUE:** The EIS should approximate both the frequency and duration of the "times of national need" or there is no way for the public to evaluate the risk of an accident.

RESPONSE: Any approximation of frequency or duration of the strategic dispersal of the system would be speculative. The 1962 Cuban Missile Crisis and 1973 Middle East War are examples of the magnitude of crisis constituting national need. A four week long dispersal was assumed for the safety analysis reported in the EIS.

287 66 **ISSUE:** The EIS should evaluate the risk of sabotage during the 20 hrs/day that the train is not moving while it is dispersed.

RESPONSE: See response to Document 6, Comment 2.

287 67 **ISSUE:** The propellants used by the Air Force must be stored under carefully controlled environmental conditions. The EIS should deal with the risk and consequences should the fuels be allowed to freeze or overheat.

RESPONSE: See response to Document 33, Comment 40.

287 68 **ISSUE:** Was the collision analysis performed with computer simulation or through the use of actual railcars?

RESPONSE: The collision analysis reported in the EIS Safety Chapter 5 was done by engineering analysis based on the design of the missile launch car and design and test data on actual Peacekeeper missiles and launch canisters. Also see response to Document 119, Comment 8.

287 69 **ISSUE:** The Draft EIS says the reentry vehicle will not likely be breached in a fire. The EIS should quantify the risk so the danger can be evaluated.

RESPONSE: Fire resistance tests of the reentry vehicle are not sufficient to quantify that risk in isolation. The probabilistic risk assessment summarized in EIS Section 5.3 includes a conservative estimate of the probability that radioactive material would be released. That assessment takes into account the possibility of release from various causes including fire, crash, puncture, and impact. The probability of release is not broken down by cause.

- 287 70 **ISSUE:** The Draft EIS says the pressure of a fire would likely cause the reentry vehicle (RV) to be expelled from the fire. The EIS then should evaluate the risk that one or more nuclear warheads would not be found for several days.

RESPONSE: The statement that an RV would likely be expelled from a propellant fire is not in the Final EIS. That might happen, but it is not certain how often it would happen. The probability of radioactive material dispersal would be less if it were expelled. Because the probability of an RV being expelled could not be determined, the reduction in total risk expected to result was not subtracted from the total risk, making the analysis conservative.

- 287 71 **ISSUE:** The Draft EIS makes the false assumption that rail accidents are equally likely to occur in urban, suburban and rural communities. Rail accidents are more likely to occur in areas of high population density.

RESPONSE: For the safety analyses, rail accidents were assumed to occur in each of the three population density areas in proportion to the amount of track in each of those areas. That assumption takes into account the fact that track density, i.e., amount of track per square mile, is higher in urban areas than suburban or rural areas. The fact that urban-area accidents generally occur at lower speeds and are less severe tends to balance out any greater frequency of accidents in urban areas. The method used in the EIS is considered to be reasonable.

- 287 72 **ISSUE:** What was the upper limit of exposure and how many people will be exposed to adversely affecting radiation doses in a mishap?

RESPONSE: The estimated upper limit of exposure is 0.6. The latent cancer rate estimated to result from that level of exposure is 2 persons per million exposed.

- 287 73 **ISSUE:** The EIS should take into account that air transportation accidents are much more likely to occur in urban and suburban areas (near runways) than in rural areas.

RESPONSE: Calculating air transportation risk as proportional to the quantity of travel in each of the population zones is a reasonable balancing of frequency and severity factors. More accidents occur in or near runways, which are near population centers generally, but those accidents are usually less severe in terms of impact speed, crush, and puncture forces, etc., than those that occur in rural areas.

- 287 74 **ISSUE:** The Draft EIS does not seriously consider the problems caused by the secondary fires caused by the burning missile propellants.

RESPONSE: The probability that the missile propellant would explode in a manner that would expel burning chunks of propellant is expected to be very small. Tests have shown that it will burn in place rather than explode under the conditions likely to occur in a rail accident. The likelihood of secondary fires and their environmental and human health effects would vary greatly depending on the location of an accident. A description of the possible scattering of burning chunks of propellant is included in Chapter 5 of the EIS.

287 75 **ISSUE:** The EIS does not deal with the fact that firefighters are not equipped or trained to deal with fires involving the chemicals used as propellants for the Peacekeeper missile.

RESPONSE: In the unlikely event of a mishap, the Department of Defense and the Environmental Protection Agency would respond by deploying teams specially trained and equipped to deal with any contingency. Until such response forces arrive at the scene, the train commander or other designated crew members will maintain control of the accident scene. Local firefighters and other first responders will be appropriately directed in their response efforts. Such direction will include information about the type and nature of the chemicals involved and the best way of dealing with the situation on an interim basis while the response team is in transit (Also see EIS Section 5.5).

287 76 **ISSUE:** The EIS should seriously consider the consequences of fouling individuals' and communities' water systems with propellants after a spill.

RESPONSE: This issue is discussed in EIS Section 5.4.

287 77 **ISSUE:** The EIS assumes a constant movement of the MMH plume. A heavy gas may settle in one area at higher concentrations. The EIS should consider this risk.

RESPONSE: The assessment of the risk posed by gas which is heavier than air is based on meteorological conditions which would cause the more serious consequences. It would accumulate in low terrain at higher concentrations, but over a smaller area, potentially affecting fewer people. The assumption used in the EIS is therefore considered more indicative of the magnitude of the risk than the assumption suggested in the comment.

287 78 **ISSUE:** What are the long-term toxic effects of MMH exposures?

RESPONSE: Hydrazine compounds are hepatotoxic and would affect normal liver functions. MMH is also a suspect human carcinogen (see EIS Section 5.4.2.1).

287 79 **ISSUE:** What are the short-term effects of MMH exposure?

RESPONSE: Short-term effects: if inhaled, the vapor causes local irritation of the respiratory tract, followed by systemic effects. Systemic effects at 30 ppm would involve the central nervous system and cause tremors. In addition, MMH can penetrate skin, causing systemic effects similar to those produced when MMH is inhaled (see EIS Section 5.4.2.1).

287 80 **ISSUE:** Nitrogen tetroxide is heavier than air and heavy concentrations would be trapped in valleys, trenches and other low-lying areas. The EIS should consider this problem.

RESPONSE: See response to Document 287, Comment 77.

287 81 **ISSUE:** How will local firefighting teams be informed of the risk of the chemicals involved in a Peacekeeper accident?

RESPONSE: See response to Document 287, Comment 75.

287 82 **ISSUE:** How would individuals be kept from approaching the accident site?

RESPONSE: Security and safety cordons would be established as soon as possible. Local law enforcement agencies are likely to be the first responders and will act to protect the public in this circumstance the same ways they would in other situations. Military response units assume responsibility as soon as they arrive.

287 83 **ISSUE:** What are the increased risks and consequences of secondary fires and other secondary consequences due to the fact that rescue personnel will not be able to approach the site of the accident for a significant amount of time?

RESPONSE: The increase in risks and consequences which may result from rescue personnel not being able to approach the accident site for a significant amount of time were not calculated separately. However, the potential severity of an accident and the reasonably expected consequences were considered in the calculation of risk in Section 5.3 of the EIS and description of consequences in EIS Section 5.4.

287 84 **ISSUE:** The Draft EIS says there is "virtually no possibility of a nuclear detonation." The EIS should quantify this statement.

RESPONSE: Minimum design standards for United States warheads require that the probability of a nuclear detonation be less than one in one billion under normal circumstances and less than one in one billion over the service of life of a weapon and less than one in one million per exposure to an abnormal environment (for example, an accident).

287 85 **ISSUE:** The EIS should state what fraction of the nuclear material would be disbursed in particles small enough to be inhaled and lodged in lungs. The Final EIS should define distance of contamination. EIS Section 5.4.4.1 implies that it would be an eight square mile area.

RESPONSE: The analysis of the risks associated with the potential for release of radioactive materials required consideration of classified information. In order to produce an unclassified discussion of that risk, some details of the calculations had to be deleted. The "respirable fraction" is one of the deleted details but will be included in the classified annex.

287 86 **ISSUE:** The EIS says no significant long-term impacts result from radioactive materials disbursed by an explosion. Define long-term impacts.

RESPONSE: The long-term impacts of radioactive material contamination are possible human exposure and a risk of latent cancer resulting from that. The section containing the quoted statement has been rewritten in EIS Section 5.4.4.

287 87 **ISSUE:** What are the short-term impacts created by the dispersal of radioactive materials in an explosion?

RESPONSE: Short-term impacts are discussed in EIS Section 5.4.4.

- 287 88 **ISSUE:** The EIS says surface water contaminated by radioactive particles may pose a limited risk to biota. This risk should be quantified for the EIS to be accurate.
- RESPONSE:** See response to Document 50, Comment 84.
- 287 89 **ISSUE:** The EIS should consider the cost of removing and destroying radioactive food after an accident.
- RESPONSE:** It is difficult to speculate on the cost of hypothetical contamination. The Air Force would be responsible for those costs in the event contamination occurs.
- 287 90 **ISSUE:** The EIS should consider the cumulative effect of exposure to radiation from radioactive food along with exposure from other potential sources of radiation.
- RESPONSE:** Impacts discussed in EIS Section 5.4.4 are cumulative.
- 287 91 **ISSUE:** Even if there was no radiation leak, the loss to farmers from dropping prices caused by fear of contamination could reach tens of millions of dollars. The EIS should consider the economic impact of perceived radiation contamination.
- RESPONSE:** Radiation is very easy to detect. Screening farm products for contamination would be easy and inexpensive. Unreasonable fear of contamination is not expected to be widespread enough to affect crop values.
- 287 92 **ISSUE:** The EIS should examine how long it would take an "advance contamination survey party" to reach the scene of a derailment.
- RESPONSE:** The response time would vary greatly, depending on the location. The Nuclear Accident Response Procedures manual estimates (for planning purposes only) that the advance team will determine whether contamination is present approximately 2 hours after the National Military Command Center is notified of an accident.
- 287 93 **ISSUE:** The EIS should state how people will know to contact Chemtrec in case of an emergency and how to find the Chemtrec telephone number.
- RESPONSE:** See response to Document 287, Comment 75.
- 287 94 **ISSUE:** The Air Force should seriously consider the economic effects spending these billions of dollars on education, health or retiring the national debt.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 287 95 **ISSUE:** The EIS should consider the vastly decreased property values for land near Rail Garrisons and missile rail lines.
- RESPONSE:** No adverse impacts on land values are projected to result from the program. See individual Housing sections for each location in Chapter 4.

- 287 96 **ISSUE:** The EIS should provide the average and median duration of jobs that will be created as a result of Rail Garrison.
- RESPONSE:** Program-related construction jobs could continue over a 3-year period although based on past programs, most would have a duration between 6 and 18 months. The duration of program-related jobs during the construction phase is dependent upon the private companies who are awarded construction contracts. Jobs related to the operations of the program would have no limitations on duration.
- 287 97 **ISSUE:** The EIS should list the specific job categories that will be created by Rail Garrison deployment.
- RESPONSE:** Virtually all types of building trades and crafts will be required during the construction phase of the program. Operations requirements for civilian employees will be primarily in administration and services.
- 287 98 **ISSUE:** The EIS should list the average and median hourly wage the Air Force plans to pay workers.
- RESPONSE:** Average construction wages based on a cross-sector of trades and crafts is about \$29,100 annually. Average nonconstruction civilian wages are about \$23,900 annually. Also see response to Document 50, Comment 8.
- 287 99 **ISSUE:** The EIS should state the amount of work (in dollars) that will be done by out-of-state contractors and their employees.
- RESPONSE:** See response to Document 287, Comment 98.
- 287 100 **ISSUE:** The EIS should list the amount of jobs, expressed as percentage, numbers and dollars, that will be filled by military personnel at Whiteman AFB, Missouri.
- RESPONSE:** During the peak construction year, 89 jobs, or 20 percent of the program, will be military. The average annual salary for these positions is about \$19,000. During operations, 281 jobs, or 83 percent of the program, will be military with an average annual salary of \$17,400.
- 288 1 **ISSUE:** Commentor supports the project at Little Rock, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 289 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas from a military and economical standpoint.
- RESPONSE:** See response to Document 3, Comment 1.
- 290 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 291 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 292 1 **ISSUE:** Commentor in support of the project at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

- 293 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 294 1 **ISSUE:** Concerned about the poor quality of tracks in Montana which is evidenced by numerous train derailments. Statistics on number of deaths, injuries, property loss, and income loss need to be studied.

RESPONSE: Safety is paramount, the Air Force will not use unsafe tracks. Also see response to Document 15, Comment 3.

- 294 2 **ISSUE:** Commentor states that none of the concerns from the Great Falls, Montana scoping hearing were addressed in the Draft EIS.

RESPONSE: See response to Document 33, Comment 53.

- 294 3 **ISSUE:** What would be the effects of an atomic explosion? There is no proposal to protect the civilian population in the event of such an occurrence.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 21, Comment 1.

- 294 4 **ISSUE:** The Final EIS should include a breakdown of all income coming from services provided by the Air Force and money for services provided locally in Great Falls, Montana by outside contractors.

RESPONSE: The increase in personal income due to the program represents the earnings which would go to all program-related employees (direct civilian workers, military personnel, and the secondary jobholders) in the Great Falls area. Money provided for services by outside contractors is not included in these estimates.

- 294 5 **ISSUE:** The Final EIS should include the cost of housing provided by the Air Force in Great Falls, Montana.

RESPONSE: Current projections of housing vacancies and potential new construction in Great Falls suggests that the Air Force would not have to provide any additional units through its housing programs (see EIS Section 4.9.1.3).

- 294 6 **ISSUE:** The Final EIS should include actual contributions made to Great Falls, Montana by the Air Force to offset the direct costs of implementation of the program.

RESPONSE: Costs of implementation of the program are borne by all taxpayers nationwide and not just by residents of Great Falls. Economic contributions to the Great Falls area are presented in EIS Section 4.9.1.3.

- 294 7 **ISSUE:** All data both pro and con should be included in the Final EIS so that the figures can be verified.
- RESPONSE:** The Final EIS was prepared in accordance with the Council on Environmental Quality Regulations implementing the National Environmental Policy Act.
- 294 8 **ISSUE:** The safety record at Malmstrom AFB, Montana should be exposed to facilitate the accuracy of the Final EIS.
- RESPONSE:** The issue of Malmstrom AFB's safety record is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 294 9 **ISSUE:** The Draft EIS does not address the sabotage issue and other issues including the safety of communities through which these trains must pass.
- RESPONSE:** The available information on the issue indicates that the probability that sabotage would be attempted and would result in a missile propellant fire or explosion is extremely small. Because there is no relevant pattern of sabotage from which to generalize, the probability estimate is necessarily qualitative. However, the consequences of a propellant fire or explosion and other mishaps are described in the EIS and no evidence suggests the consequences would be any greater in an instance of sabotage than described for the accidental occurrence of those events. Also see response to Document 37, Comment 7.
- 294 10 **ISSUE:** Commentor disagrees with statement made at Great Falls, Montana public hearing that trains at no time would be going anywhere near rail switching systems.
- RESPONSE:** The response provided at the public hearing stated that it would be very unlikely that the Peacekeeper trains would be in a transfer yard for a length of time if the system were ever deployed.
- 294 11 **ISSUE:** Commentor states that the 30 mph speed limit for the trains is unrealistic and misleading.
- RESPONSE:** Noted.
- 294 12 **ISSUE:** Commentor states that because the system is stationary it is an attempt to violate treaties that are in place or are being negotiated.
- RESPONSE:** Violations of treaties are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 295 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas because there would not be any adverse effect on the environment or the community.
- RESPONSE:** Noted.
- 296 1 **ISSUE:** Has the communication system that is dependent upon Montana Power Company been adequately examined?
- RESPONSE:** The Peacekeeper Rail Garrison program will increase Montana Power's peak demand for electricity by less than one percent. The program will have no effect on the existing communication system.

- 296 2 **ISSUE:** In the event of an emergency with a minimum amount of warning, would not the rail-based missile in the garrisons be more apt to be destroyed rather than in individual silos?
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 297 1 **ISSUE:** Commentor supports deployment of Peacekeeper missile at Little Rock AFB, Arkansas because of economic opportunities.
- RESPONSE:** Noted.
- 298 1 **ISSUE:** If a nuclear attack can happen in only a few minutes, how would the MX Rail be useful if it is to be taken out of garrison and that takes 4-6 hours?
- RESPONSE:** Operational details involving no environmental impact are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 298 2 **ISSUE:** Doesn't arming the rail in a need situation promote a first-strike attitude?
- RESPONSE:** See response to Document 3, Comment 1.
- 298 3 **ISSUE:** Does not storage of the MX and other nuclear weapons create a target for the enemy to aim at?
- RESPONSE:** Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 298 4 **ISSUE:** What other economic carrots with job potential are being offered to devastated farm communities besides weapon involvement?
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 299 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison program at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 300 1 **ISSUE:** Commentor supports the Peacekeeper missile at Little Rock AFB, Arkansas because a strong defense means a peaceful coexistence with our world neighbors.
- RESPONSE:** See response to Document 3, Comment 1.
- 301 1 **ISSUE:** During a national crisis when the Peacekeeper train would be on the passenger track, there would likely be much heavier use of the railroad by those hoping to escape the area.
- RESPONSE:** Railroad dispatchers control traffic on the rail network. In a time of national need, Peacekeeper trains will receive top priority.
- 301 2 **ISSUE:** Concerned that a vulnerable (faulty) track will be used as a launch pad.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 302 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison and submitted newspaper article on a train derailment.

RESPONSE: See response to Document 3, Comment 1.

- 303 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Little Rock AFB, Arkansas, and sees no negative environmental matters. The program would be a great addition to the community.

RESPONSE: Noted.

- 304 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison deployment in Jacksonville, Arkansas. Issues have been discussed satisfactorily and it is apparent that environmental impact will be minimal. The economic impact will be beneficial to the community.

RESPONSE: Noted.

- 305 1 **ISSUE:** Commentor supports no action and that no nuclear weapons be deployed in Michigan or anywhere.

RESPONSE: See response to Document 3, Comment 1.

- 306 1 **ISSUE:** Commentor opposed to nuclear weapons. Whatever needs to be done can be done by agreement, if the motives on both sides are equal. Also submitted newspaper article on United States inspection at Soviet sites.

RESPONSE: See response to Document 3, Comment 1.

- 306 2 **ISSUE:** Commentor asks what publication discusses the Soviet rejection of limiting their mobile trains and truck missiles.

RESPONSE: Such limits are being discussed under the START talks between the United States and the Soviet Union.

- 306 3 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison because of the economics involved.

RESPONSE: See response to Document 3, Comment 1.

- 307 1 **ISSUE:** The Minot schools welcome the opportunity to meet the needs of the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 308 1 **ISSUE:** Define national need, so we can understand what circumstances Rail Garrison would be activated beyond the base.

RESPONSE: See response to Document 33, Comment 98.

- 308 2 **ISSUE:** Where can a citizen obtain copies of the Draft EIS supplementary documents.

RESPONSE: No supplementing documents have been prepared in support of the Draft EIS. Also see response to Document 50, Comment 2.

- 308 3 **ISSUE:** Railroads should be addressed in the transportation section for F.E. Warren AFB, Wyoming.

RESPONSE: Discussion of railroads in the F.E. Warren, AFB area are addressed in EIS Section 4.1.2.

- 308 4 **ISSUE:** No county officials in the Panhandle received any word on potential basing of Peacekeeper Rail Garrison.

RESPONSE: Only those counties impacted by the potential deployment were notified of the project.

- 309 1 **ISSUE:** Commentor in total support of the Peacekeeper system at Little Rock, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 310 1 **ISSUE:** What is the life expectancy of the Peacekeeper Rail Garrison system?

RESPONSE: See response to Document 33, Comment 61.

- 310 2 **ISSUE:** What is to be done with the radioactive wastes when the life of the system is over?

RESPONSE: See responses to Document 33, Comment 63 and Document 50, Comment 30.

- 310 3 **ISSUE:** This system is based on the idea of a winnable nuclear war. There are many scientists who believe that there is no such thing and that nuclear war - even on a small scale would lead to a nuclear winter. How do you respond to this?

RESPONSE: The issue of increased risk of nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 310 4 **ISSUE:** What is the definition of a "Peacekeeper" nuclear weapon?

RESPONSE: The Peacekeeper missile is described in EIS Chapter 1.

- 310 5 **ISSUE:** Who will be responsible for cleanup of contamination in case of a derailment or some other devastating accident?

RESPONSE: See response to Document 50, Comment 84.

- 310 6 **ISSUE:** How can you be sure that your moving missile launcher will act as planned when Murphy's Law is always at work, especially where moving parts are involved?

RESPONSE: Measures that will be taken to ensure safe operation are described in EIS Chapter 5. Issues concerning system reliability are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 311 1 **ISSUE:** The Draft EIS does not properly address the No Action Alternative other than the statement made in the Draft EIS. "No Action" and spending the money in education or leaving it in the civilian economy should be analyzed.
- RESPONSE:** See response to Document 270, Comment 31.
- 311 2 **ISSUE:** Commentor opposed to Peacekeeper anywhere because the money would be better spent on education and a more productive economy.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 312 1 **ISSUE:** Comment made that the economic benefits in Grand Forks, North Dakota will not be evenly distributed, such as retail business and service sectors. There are no benefits for government employees or retired people.
- RESPONSE:** Economic benefits would be experienced primarily in the construction, transportation services, and trade sectors, however, all sectors may experience some program-related activity.
- 312 2 **ISSUE:** The Draft EIS fails to adequately discuss the economic impacts of the No Action Alternative.
- RESPONSE:** See response to Document 270, Comment 31.
- 312 3 **ISSUE:** Will the system make us safer? Will it destabilize the dynamic balance we have with the Soviets and will it encourage them to react with a "hair trigger" in times of crisis.
- RESPONSE:** See response to Document 3, Comment 1.
- 313 1 **ISSUE:** There is no justifiable military need for building mobile Peacekeeper missiles. It will add to the defense of the United States, but it will escalate the arms race.
- RESPONSE:** See response to Document 3, Comment 1.
- 314 1 **ISSUE:** Commentor supports implementation of the Peacekeeper Rail Garrison system at Grand Forks AFB, North Dakota and recognizes the attendant responsibilities of the surrounding communities to the logistics, operations, and increased labor force in support thereof.
- RESPONSE:** Noted.
- 315 1 **ISSUE:** Hearing notice fails to conform to Air Force Department of Defense (DOD) Regulation 989.15 (b) (2).
- RESPONSE:** A review of the DOD regulation indices reveals no reference to DOD Regulation Section 989.15(b)(2). Air Force regulations are not enumerated in this manner.
- 315 2 **ISSUE:** The EIS is not widely available.
- RESPONSE:** The Draft EIS was sent to everyone who either attended a scoping meeting and filled out a card requesting one, or sent a letter to the Air Force. Copies were also sent to selected libraries.

- 315 3 **ISSUE:** Public hearings are not being held at a sufficient number of locations.
- RESPONSE:** See response to Document 34, Comment 11.
- 315 4 **ISSUE:** Time between distribution of the Draft EIS and hearing was not sufficient for adequate preparation of a critique.
- RESPONSE:** See response to Document 50, Comment 1.
- 315 5 **ISSUE:** Supporting documents (to Draft EIS) were not provided when requested, which made it impossible to analyze data properly.
- RESPONSE:** See response to Document 308, Comment 2.
- 315 6 **ISSUE:** The Air Force has not released transcripts of the scoping meetings when requested to do so.
- RESPONSE:** Publication of scoping meeting transcripts is not required. Transcripts of hearings for the Draft EIS will be published in Volume II of the EIS.
- 315 7 **ISSUE:** Three hours is not sufficient for this meeting given the fact that the Air Force uses up part of that time for their presentation.
- RESPONSE:** See response to Document 33, Comment 53.
- 315 8 **ISSUE:** The Draft EIS fails to adequately present the alternatives, including the No Action Alternative.
- RESPONSE:** See response to Document 37, Comment 15.
- 315 9 **ISSUE:** The Draft EIS has not included the impact of building an ABM system to protect the MX.
- RESPONSE:** See response to Document 33, Comment 6.
- 315 10 **ISSUE:** Concerned about baseline analysis for Grand Forks, North Dakota. The Draft EIS is flawed because all demographic projections are based on an influx of 1,004 people for the Over-the-Horizon program.
- RESPONSE:** Should the Over-the-Horizon radar program not be deployed, the availability of housing, public services, classroom space, and local government finances would be larger than stated in the Draft EIS. As a result, impacts would be lower than presented in the Draft EIS.
- 315 11 **ISSUE:** The Air Force has not considered the extent of which the proposed project is controversial.
- RESPONSE:** See response to Document 104, Comment 3.
- 315 12 **ISSUE:** The Draft EIS fails to address the degree to which this action establishes a precedent for future actions.
- RESPONSE:** The degree to which the Proposed Action and alternatives may have established a precedent for future actions with significant effects or representing a decision in principle about a future consideration

was considered according to Council of Environmental Quality regulations (see EIS Chapter 3).

- 316 1 **ISSUE:** The Draft EIS fails to adequately address decommissioning.
- RESPONSE:** See response to Document 33, Comment 63.
- 316 2 **ISSUE:** Relying on future improved technology for the handling and disposal of nuclear waste could pose dangers to air, water, and food products ultimately consumed by humans.
- RESPONSE:** Noted.
- 316 3 **ISSUE:** Commentor opposed to deploying the proposed system and states an alternative plan should be completed.
- RESPONSE:** See response to Document 3, Comment 1.
- 317 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison because it increases the likelihood of nuclear confrontation.
- RESPONSE:** See response to Document 3, Comment 1.
- 318 1 **ISSUE:** Is Rail Garrison spending an effective creator of jobs compared with alternative ways of using government monies?
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 318 2 **ISSUE:** Will Rail Garrison spending create the kinds of jobs most needed and most helpful in developing a vital economy?
- RESPONSE:** Analysis of the impact of government spending is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 318 3 **ISSUE:** Will Rail Garrison spending represent an efficient or equitable use of government resources?
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 319 1 **ISSUE:** Commentor suggests we concentrate on promoting international understanding and solving our serious environmental problems rather than military buildup.
- RESPONSE:** See response to Document 3, Comment 1.
- 320 1 **ISSUE:** Resolution for the record from the City of East Grand Forks, Minnesota in support of Grand Forks AFB, North Dakota chosen as a site of the proposed Peacekeeper Rail Garrison system.
- RESPONSE:** See response to Document 3, Comment 1.
- 321 1 **ISSUE:** The State of Missouri Federal Assistance Clearinghouse in cooperation with interested state and local agencies had no comments or recommendations to offer.

RESPONSE: Noted.

- 322 1 **ISSUE:** The submitted comments are an exact copy of a major portion of Document 287.

RESPONSE: See Document 287, Comments 47 through 100.

- 323 1 **ISSUE:** The U.S. Bureau of the Census July 1, 1984 population for the City of Cheyenne, Wyoming was 50,935.

RESPONSE: Noted.

- 324 1 **ISSUE:** Commentor in support of the EIS and the selection of Minot AFB, North Dakota for the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 325 1 **ISSUE:** Commentor supports Rail Garrison because it is what is best for the nation and has minimal impacts on Minot, North Dakota.

RESPONSE: Noted.

- 326 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison because it is a vital part of our nation and would also be an asset to Jacksonville, Arkansas and the surrounding communities.

RESPONSE: See response to Document 3, Comment 1.

- 327 1 **ISSUE:** Commentor supports the Peacekeeper at Jacksonville, Arkansas if approved by Congress.

RESPONSE: See response to Document 3, Comment 1.

- 328 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison system in Jacksonville, Arkansas. No adverse environmental problems have been noted over the 21 years of the Titan missile and the same would be the case for this system.

RESPONSE: Noted.

- 329 1 **ISSUE:** Commentor supports the Peacekeeper missile at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 330 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison because the dollars are better spent on food, health care, education, and shelter for each United States citizen.

RESPONSE: See response to Document 3, Comment 1.

- 330 2 **ISSUE:** What is the breakdown of new civilian jobs versus new military jobs in the Bossier-Shreveport, Louisiana area?

RESPONSE: In the peak year of construction activities related to the Proposed Action, civilian jobs (including secondary jobs) would number 691 and military jobs would be 110. During each year of operations, civilian

jobs would number 219 and military jobs would number 353 (see EIS Section 4.3.1.3).

- 330 3 **ISSUE:** Which jobs (quantity) will give job placement to citizens presently living in Shreveport-Bossier, Louisiana both during construction and operation of the garrison?

RESPONSE: During peak construction activities for the Proposed Action, approximately 580 local hires out of 801 total (civilian and military) jobs created are projected. During operations, 174 local hires are projected out of 572 total jobs created (see EIS Section 4.3.1.3).

- 330 4 **ISSUE:** What training will be necessary to work at the site in Louisiana (i.e., those with "hi-tech" backgrounds or blue collar workers)?

RESPONSE: See response to Document 50, Comment 9.

- 330 5 **ISSUE:** How many new military personnel will be imported to Barksdale AFB, Louisiana?

RESPONSE: Military personnel would number 110 during the peak construction year and 353 during operations and would all be immigrants.

- 331 1 **ISSUE:** In the event of a derailment or any kind of accident, the impact would affect thousands, even millions of people and other environmental life in an area at least 50 to 100 miles from Whiteman AFB, Missouri. This was not addressed in the EIS.

RESPONSE: Safety concerns are addressed in EIS Chapter 5.

- 331 2 **ISSUE:** Commentor disappointed that no one cares if the MX is deployed at Whiteman AFB, Missouri if wildlife habitats will be destroyed.

RESPONSE: Impacts on biological resources at Whiteman AFB are discussed in Section 4.11.6.3 of the EIS.

- 332 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Little Rock AFB, Arkansas. All environmental issues have been addressed with no adverse impacts.

RESPONSE: Noted.

- 333 1 **ISSUE:** The proposed system should not be developed and deployed because it is a first-strike weapon and therefore destabilizing, the United States already has enough nuclear weapons; the nuclear weapons violate international law; and the promotion of the system by the Air Force is more an effort to preserve and enhance Air Force jobs and promotions in an interservice rivalry with the Navy than a genuine concern about national security.

RESPONSE: Preservation and enhancement of Air Force jobs are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 334 1 **ISSUE:** Commentor in full support of Peacekeeper deployment at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 335 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison because the dollars spent on this system could be spent in a more productive way.
- RESPONSE:** See response to Document 32, Comment 1.
- 336 1 **ISSUE:** Comment for the record in full support of Peacekeeper Rail Garrison at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 337 1 **ISSUE:** The proposed system should not be developed and deployed because it is a first-strike weapon and therefore destabilizing; the United States already has enough nuclear weapons; the nuclear weapons violate international law; and the promotion of the system by the Air Force is more an effort to preserve and enhance Air Force jobs and promotions in an interservice rivalry with the Navy than a genuine concern about national security.
- RESPONSE:** See responses to Document 3, Comment 1 and Document 34, Comment 22.
- 337 2 **ISSUE:** The Final EIS should discuss the relative events of this system and previously proposed basing modes that were rejected and should show how the system conforms to the spirit of the INF treaty.
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 337 3 **ISSUE:** The EIS should discuss the environmental impacts of producing the material for the Peacekeeper missiles.
- RESPONSE:** The production of material for the Peacekeeper missile is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 337 4 **ISSUE:** The EIS should discuss the environmental impacts of the intentional use of nuclear weapons.
- RESPONSE:** The issue of intentional use of nuclear weapons is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 338 1 **ISSUE:** Commentor in support of the program at Little Rock AFB, Arkansas because of additional local jobs in Jacksonville.
- RESPONSE:** Noted.
- 339 1 **ISSUE:** The Rail Garrison basing mode is destabilizing.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 339 2 **ISSUE:** The lag time of four to six hours before the missiles are well spread out makes this basing system very vulnerable to "surprise" attack.
- RESPONSE:** See response to Document 3, Comment 1.
- 339 3 **ISSUE:** Using public train tracks poses major logistical problems if the military works in concert with civilian railroad workers, then Soviet intelligence could fairly easily infiltrate the system.

RESPONSE: Operational details having no environmental impact are beyond the scope of the EIS.

- 339 4 **ISSUE:** If the military operates the train alone, there is a likelihood of confusion and possible accidents in the event of nuclear war.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 339 5 **ISSUE:** Train tracks are susceptible to natural damages and sabotage.

RESPONSE: Natural damages are addressed in EIS Section 5.2.3. Also see response to Document 6, Comment 2.

- 339 6 **ISSUE:** Having the missiles continuously riding public tracks increases all dangers.

RESPONSE: The Peacekeeper trains would be dispersed onto the national rail network only during times of national need.

- 339 7 **ISSUE:** It makes no sense to spend more money on the Peacekeeper when United States arms control policy is focused on eliminating long-range nuclear weapons.

RESPONSE: See response to Document 3, Comment 1.

- 340 1 **ISSUE:** The Wyoming Department of Environmental Quality states that permits to construct must be obtained for certain types of sediment control structures, and water and sewer line extensions.

RESPONSE: A discussion held with personnel from the Wyoming Department of Environmental Quality determined that no special construction permit was required with respect to water quality. If constructed, water and sewer line permits would be obtained. Estimates of construction-induced sedimentation from the proposed Rail Garrison sites are provided in Section 4.2 of the EIS.

- 340 2 **ISSUE:** Statements regarding erosion and water quality are confusing, if not contradictory. Terms such as "minor" and "short-term impact" are used to describe water quality, while Draft EIS Page 2-8 indicates that impacts from soil erosion would be significant.

RESPONSE: Significant soil erosion impacts do not necessarily result in significant water quality impacts, particularly if the site is remote from a water body or drained by a highly intermittent stream, as is the case for the north garrison site at F.E. Warren AFB, Wyoming.

- 340 3 **ISSUE:** Concerned about leaving 102.4 acres barren of vegetation during the life of the program.

RESPONSE: For the program, some land will be permanently disturbed by the construction of facilities. Land that is temporarily disturbed during the construction phase will be revegetated to the extent feasible.

- 340 4 **ISSUE:** Additional information should be provided to substantiate statements regarding erosion and water quality and to quantify any impacts. Mitigation and control measures should be identified.

RESPONSE: Estimates of construction-induced sedimentation from the proposed Rail Garrison sites are provided in EIS Sections 4.2.8 to 4.12.8. At F.E. Warren AFB, Wyoming a detention pond is recommended to control potentially significant increases in storm runoff and sedimentation in the Dry Creek drainage if concurrent deployment of the Peacekeeper Rail Garrison and Small ICBM programs occur. In addition, EIS Chapter 4 summarizes a number of construction practices that would be incorporated into the environmental plans developed by the contractors selected to construct the various portions of the Rail Garrison program. These include the best management practices for avoiding soil erosion, for soil stabilization, and revegetation (EIS Chapter 4 and Section 4.2.7.5).

- 341 1 **ISSUE:** At the public hearing, not one person, agency, or group presented a serious, logical, and realistic argument against the establishment of Peacekeeper Rail Garrison in the state or specifically located at Little Rock AFB, Arkansas.

RESPONSE: Noted.

- 342 1 **ISSUE:** The Draft EIS did not appear to have any adverse impacts caused by deployment of Peacekeeper Rail Garrison at Little Rock AFB, Arkansas. Although subjective and important, the relationship between the base and the City of Jacksonville was not touched upon.

RESPONSE: In every resource area, a Region of Influence was addressed as to where impacts are likely to occur. In most cases, the affected area would be the base and local community, such as Jacksonville.

- 342 2 **ISSUE:** Commentor supports Peacekeeper at Little Rock AFB, Arkansas because it would be beneficial to the base and the City of Jacksonville.

RESPONSE: See response to Document 3, Comment 1.

- 343 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Jacksonville, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 344 1 **ISSUE:** The Final EIS should address potential hazards such as a missile propellant fire or explosion which could result from sabotage and the precautions being taken to prevent such an incident.

RESPONSE: See response to Document 6, Comment 2.

- 344 2 **ISSUE:** The psychological impact of the deployment of the system, and the resulting economic impact should be addressed in the Final EIS. The psychological impact could include discouraging people or businesses from locating in the area, causing an economic impact.

RESPONSE: Available evidence on the issue indicates that there is a net positive economic impact as a result of deployment of a missile system in an area. The purely psychological effects of deployment are beyond the scope of this EIS. Also see response to Document 5, Comment 14.

- 344 3 **ISSUE:** The Final EIS should address the impact of decommissioning and removing the system from the deployment installations.

RESPONSE: See response to Document 33, Comment 63.

- 345 1 **ISSUE:** Commentor objects to nuclear warhead weapons passing through any city with the danger of rail accidents.

RESPONSE: Noted.

- 345 2 **ISSUE:** Commentor skeptical of the purpose of this mobile basing to shield the locations and keep it unknown.

RESPONSE: See response to Document 3, Comment 1.

- 345 3 **ISSUE:** Doubling the number of Peacekeeper missiles is counter to Congressional approval and counter to the weapons reduction efforts being pursued by the administration.

RESPONSE: The purpose and need of the program are discussed in EIS Section 1.1.

- 345 4 **ISSUE:** Commentor supports the No Action Alternative.

RESPONSE: See response to Document 3, Comment 1.

- 346 1 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison at Little Rock AFB, Arkansas. All aspects pro and con of the proposed program were covered at length and in detail.

RESPONSE: Noted.

- 347 1 **ISSUE:** With the sophisticated intelligence technologies today, commentor questions the effectiveness of the system.

RESPONSE: See response to Document 3, Comment 1.

- 347 2 **ISSUE:** In the event of a train wreck, how will plutonium leaks be minimized and what kind of test will be performed to study this problem for safe missile transportation?

RESPONSE: The design and construction of the reentry vehicle, reentry system, launch cannister and missile launch car ensure that the probability of release of radioactive material is minimal. Inspections and tests of those components, to ensure compliance with design requirements, will precede deployment of the system.

- 347 3 **ISSUE:** It appears there are insurmountable security problems and environmental risks which threaten the well-being of people who live near rail lines.

RESPONSE: See response to Document 3, Comment 1.

- 348 1 **ISSUE:** Commentor opposed to the Rail Garrison program in Grand Forks, North Dakota or anywhere in the United States.

RESPONSE: See response to Document 3, Comment 1.

- 349 1 **ISSUE:** Commentor critical of civic leaders ability to speak at public hearings and commentor not able to speak.

- RESPONSE:** See response to Document 33, Comment 53.
- 349 2 **ISSUE:** The environment will be rubbed if the missile accidentally explodes.
- RESPONSE:** The likelihood and consequences of such accidents are discussed in Sections 5.3 and 5.4 of the EIS.
- 349 3 **ISSUE:** The rails in the Abilene, Texas area are not the best, creating an unsafe situation.
- RESPONSE:** See response to Document 24, Comment 2.
- 350 1 **ISSUE:** Commentor in full support of this mission.
- RESPONSE:** See response to Document 3, Comment 1.
- 351 1 **ISSUE:** Commentor suggests other public hearing locations be set up so they can attend and voice their concern.
- RESPONSE:** See response to Document 34, Comment 11.
- 351 2 **ISSUE:** Commentor's opinion is that housing Peacekeepers on trains on their tracks is inappropriate and impractical.
- RESPONSE:** See response to Document 3, Comment 1.
- 351 3 **ISSUE:** Why do we need more missiles?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 352 1 **ISSUE:** Commentor heartily endorses and supports the Peacekeeper Rail Garrison basing at Wurtsmith AFB, Michigan.
- RESPONSE:** See response to Document 3, Comment 1.
- 353 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Minot AFB, North Dakota because of favorable response from the people of the area, and the fact that the EIS shows no problem with the environment.
- RESPONSE:** Noted.
- 354 1 **ISSUE:** Commentor supports the Peacekeeper Rail Garrison project at Minot AFB, North Dakota because of the positive economic impact in the Minot area and no damage to the environment.
- RESPONSE:** Noted.
- 355 1 **ISSUE:** Commentor protests the 3-minute time limitation for individuals to testify and closing the hearing at 10 P.M., even when more people wanted to speak.
- RESPONSE:** See response to Document 33, Comment 53.
- 355 2 **ISSUE:** Commentor stated both Peacekeeper and Small ICBM are redundant, destabilizing, and expensive and would like both projects stopped.

RESPONSE: See response to Document 3, Comment 1.

- 356 1 **ISSUE:** Sending the trains on regular train tracks through highly populated areas of the western states puts too many people at risk.

RESPONSE: Noted.

- 356 2 **ISSUE:** Sending trains on regular train tracks conceivably leaves it more open to terrorist attack.

RESPONSE: See response Document 6, Comment 2.

- 356 3 **ISSUE:** The project was inadequately publicized, not giving the general public or any concerned groups opportunity to submit comments before a decision is made.

RESPONSE: See response to Document 34, Comment 9.

- 357 1 **ISSUE:** The system does not make one feel any safer from the Russians and there are more important ways to spend the money.

RESPONSE: See response to Document 32, Comment 1.

- 358 1 **ISSUE:** Concerned about transporting of nuclear weapons near population centers.

RESPONSE: See response to Document 37, Comment 7.

- 358 2 **ISSUE:** Shouldn't the United States wait for the outcome of current arms control talks before building a new missile?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 359 1 **ISSUE:** Commentor opposed to the Peacekeeper Rail Garrison program at Spokane, Washington or anywhere else.

RESPONSE: See response to Document 3, Comment 1.

- 360 1 **ISSUE:** The availability of the Draft EIS was not well advertised.

RESPONSE: The filing of the Draft EIS was released to national and local media outlets. Also see response to Document 315, Comment 2.

- 360 2 **ISSUE:** Commentor opposed to the program because warheads on trains would pass through or near major cities, or on passenger trains.

RESPONSE: See response to Document 37, Comment 7.

- 361 1 **ISSUE:** Commentor supports Peacekeeper Rail Garrison at Wurtsmith AFB, Michigan. The community and Michigan need the program and Wurtsmith is a perfect location.

RESPONSE: See response to Document 3, Comment 1.

- 362 1 **ISSUE:** Commentor supports the Rail Garrison program at Minot AFB, North Dakota to help the theme of deterrence. The base plays an important role in the economy and community of Minot.

RESPONSE: Noted.

- 363 1 **ISSUE:** Commentor in support of Peacekeeper at Little Rock AFB, Arkansas because over the long term, Little Rock AFB would be the most economical compared with other locations studied.

RESPONSE: Noted.

- 364 1 **ISSUE:** Commentor protests the 3-minute time limit for verbal comment and the location of the meeting in Medical Lake, Washington.

RESPONSE: See responses to Document 33, Comment 53 and Document 34, Comment 11.

- 364 2 **ISSUE:** The money spent for Rail Garrison is better spent on satellites and launch vehicles to enhance security.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 364 3 **ISSUE:** Rail accidents are very common in the Spokane, Washington area. The potential for rail accidents will certainly increase during times of national need because of increased auto traffic and general nervousness. This can be addressed and not just dismissed as "no information available."

RESPONSE: Risk assessments for rail accidents involving the Peacekeeper Rail Garrison system are discussed in Chapter 5 of the EIS.

- 364 4 **ISSUE:** Many times drug or alcohol abuse is the cause of rail accidents.

RESPONSE: See response to Document 15, Comment 4.

- 364 5 **ISSUE:** It is stated in Chapter 5 that plutonium "dust" on clothing or even skin results in contamination and does not result in biological harm. That is not correct. It should read "will most likely result in plutonium being inhaled and ingested."

RESPONSE: The discussion referred to was intended to explain the difference between contamination by radioactive materials (specifically alpha-emitters) and exposure to radiation. The discussion has been rewritten in EIS Chapter 5 to remove any implication that contamination is not a serious concern.

- 364 6 **ISSUE:** "Cleanup of dispersed plutonium by recognized means" glosses over a serious problem. A quantity such as might be in a special weapon could ruin an entire city such as Spokane, Washington.

RESPONSE: The commitment to clean up any radioactive material contamination was not meant as a glossing over of the problem. The means used to cleanup dispersed radioactive material would vary from site to site depending on the conditions encountered. Previous dispersals of weapon grade plutonium have been cleaned up by the Department of Defense. Future dispersals would be also. Though a dispersal in a city like Spokane would be time consuming, it is not thought to be impossible.

- 364 7 **ISSUE:** The "plutonium dust" referred to in the Draft EIS is most likely plutonium dioxide.
- RESPONSE:** The Final EIS has been revised to read "plutonium dioxide dust."
- 364 8 **ISSUE:** The Draft EIS is seriously lacking in details regarding how an accident involving a plutonium warhead fire could be handled. What about the training of local police, fire, and other emergency teams?
- RESPONSE:** A discussion of accident response and cleanup is in EIS Section 5.5. Also see response to Document 33, Comment 55.
- 364 9 **ISSUE:** Should residents of the area have radioactivity monitors?
- RESPONSE:** Public announcement of an accident and potential hazard would, in almost all cases, precede the spread of any radioactivity. Privately owned monitoring equipment is therefore not expected to be of any use.
- 364 10 **ISSUE:** How will residents be told to evacuate, and where should they go?
- RESPONSE:** See response to Document 33, Comment 55.
- 364 11 **ISSUE:** We have uranium mines and thorium deposits in the Spokane, Washington area. Portable detectors such as those used by radiation monitoring personnel cannot tell the difference among these radionuclides. If a detector goes off the scale at the site of an accident, how will anyone know whether it is plutonium? Are you going to do a survey of rail routes to locate naturally occurring alpha emitters?
- RESPONSE:** A plutonium spill or dispersal would be characterized by a very high radioactivity level at the source and diminishing levels at increasing distance. Naturally occurring radiation would be more uniformly radioactive over a larger area. If any doubt persists, samples can be tested chemically usually within a number of hours.
- 365 1 **ISSUE:** Commentor states the MX system is a first-strike weapon aimed at targets in the Soviet Union and is not a deterrent weapon. It is morally and psychologically not justified and endangers the Spokane area. Commentor opposed to deployment anywhere.
- RESPONSE:** See responses to Document 3, Comment 1 and Document 5, Comment 14.
- 366 1 **ISSUE:** Hearings were held only adjacent to the bases being considered for garrison construction, despite the fact that this missile system will be mobile and traversing many other states and regions during normal operation and in time of national need.
- RESPONSE:** See response to Document 34, Comment 11.
- 366 2 **ISSUE:** In the areas where public hearings weren't held, state and local officials were not informed of the proposal or of the Draft EIS process and were not provided with copies of the Draft EIS.

RESPONSE: Copies of the Draft EIS were sent to the Governor's offices, as well as the State Clearinghouses in each state affected by the program. Also see responses to Document 34, Comment 11 and Document 315, Comment 2.

- 366 3 **ISSUE:** Insufficient time was provided at those public hearings which were held for input from citizens in the affected areas.

RESPONSE: See response to Document 33, Comment 53.

- 366 4 **ISSUE:** At the public hearings, the Air Force representative spoke for two hours leaving only one hour for questions and comments from the public audience.

RESPONSE: At each of the 11 public hearings, an Air Force representative used the first hour of the hearing to present to those in attendance a summary of the program and the findings of the Draft EIS. The remaining two hours were used to solicit questions and comments from the public audience on the environmental adequacy and accuracy of the Draft EIS. During this period, Air Force representatives provided responses to specific questions or comments, if requested, or corrected factually incorrect statements.

- 366 5 **ISSUE:** Wartime and psychological impacts must be considered in the EIS process.

RESPONSE: See response to Document 5, Comment 14.

- 366 6 **ISSUE:** The Draft EIS fails to meet the standard of adequacy in its discussion of the No Action Alternative.

RESPONSE: See response to Document 37, Comment 15.

- 366 7 **ISSUE:** The Draft EIS does not address the national economic impacts of the No Action Alternative. How many jobs would be created if \$10 - \$15 billion was spent on other public works projects, rail systems, or education?

RESPONSE: The revised cost estimate is \$10 to \$12 billion. See response to Document 270, Comment 31.

- 366 8 **ISSUE:** Why haven't any of the other MX basing modes under active consideration been chosen?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 366 9 **ISSUE:** Why doesn't the Draft EIS discuss the reasons that the Rail Garrison system was rejected in previous years and whether those reasons still include significant environmental impacts?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 366 10 **ISSUE:** The Proposed Action fails to specify whether 50 MX missiles would be the ones currently deployed in silos at F.E. Warren AFB, Wyoming or whether 50 additional missiles would be deployed on trains.

RESPONSE: New missiles would be manufactured for the Proposed Action. The Alternative Action would include 50 new missiles and 50 missiles removed from silos near F.E. Warren AFB.

- 366 11 **ISSUE:** If 50 additional missiles are to be deployed at F.E. Warren AFB, Wyoming, what is the cost of procuring them and why aren't these costs included in the table on Draft EIS Page 4.1-2?

RESPONSE: Up to 8 missiles for the Proposed Action and up to 12 missiles for the Alternative Action may be deployed at F.E. Warren AFB. The production cost of the 50 Peacekeeper missiles required for the Rail Garrison program is approximately \$4.3 billion. This amount is included in total program expenditures presented in Table 4.1.1-1 of the Final EIS. The 50 additional missiles required for the Alternative Action have already been procured under the Peacekeeper in Minuteman Silos program and no further expenditure would be required.

- 366 12 **ISSUE:** Why aren't the impacts and costs of deploying the 50 MX missiles currently in silos at F.E. Warren AFB, Wyoming discussed?

RESPONSE: The impacts were analyzed and documented in the Peacekeeper in Minuteman Silos Final EIS filed in January 1984. The effects of using these 50 missiles for the Peacekeeper Rail Garrison program are included in the Alternative Action discussion in EIS Section 4.2.

- 366 13 **ISSUE:** The Draft EIS fails to answer how this system will function and the impacts of its deployment with the general public.

RESPONSE: The operations function is described in Chapter 1; the analytical methodology in Chapter 3, and the impacts in Chapter 4 of the EIS.

- 366 14 **ISSUE:** How will the operation of this system interface with public and private use of rail lines, rights-of-way, and rail crossings during practice runs or during times of crisis?

RESPONSE: See response to Document 33, Comment 76.

- 366 15 **ISSUE:** What will be the cost to public and private rail users of interruptions in service?

RESPONSE: See response to Document 33, Comment 76.

- 366 16 **ISSUE:** Will MX trains be granted special rights-of-way privileges? Will these powers increase the possibility of collision and other accidents?

RESPONSE: See response to Document 37, Comment 7.

- 366 17 **ISSUE:** How will the populations living near garrisons and rail lines used by these MX trains be able to distinguish between practice runs and an actual crisis release of MX missile trains for use in nuclear war?

RESPONSE: Physically, the training train will resemble an operational train. The public probably will not be able to identify either Rail Garrison training trains or operational trains, which will look much like ordinary freight trains.

366 18 **ISSUE:** What dangers might armed security personnel pose to civilians living or traveling near the tracks who might be misidentified as a threat to the train?

RESPONSE: See responses to Document 33, Comments 7, 12, and 13.

366 19 **ISSUE:** Will the security personnel on training trains be authorized to use force if protestors are encountered?

RESPONSE: No new or special authorization for use of force by security personnel is expected. Also see response to Document 33, Comment 45.

366 20 **ISSUE:** If civilian police officers are used to clear the track, how will they be compensated? Has this expenditure been calculated into the basing mode budget?

RESPONSE: It is the function of local law enforcement authorities to prevent civilians from breaking the peace or trespassing.

366 21 **ISSUE:** Will the trains be authorized to run over individuals intentionally blocking their path?

RESPONSE: No. The trains will not intentionally run over such individuals.

366 22 **ISSUE:** Will the real or perceived mobilization of MX trains trigger apprehension of a crisis on a local, national, or global scale? How will the Air Force mitigate the effects of public fear about impending attack?

RESPONSE: See response to Document 5, Comment 14.

366 23 **ISSUE:** Will civil unrest interfere with the operation-as-designed of the MX rail system?

RESPONSE: No. Also see response to Document 50, Comment 86.

366 24 **ISSUE:** If MX trains are able to leave their garrison undetected and are constructed to look like civilian rail traffic, how can the civilian dispatchers responsible for clearing the rail lines be relied on to cooperate with Air Force plans?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

366 25 **ISSUE:** Will the dispatchers be told what they are clearing the tracks for? How can they be counted on to give the MX trains priority over civilian traffic? Will martial law be imposed during a time of crisis?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

366 26 **ISSUE:** How can civilians be relied on not to tell the Soviets the location of the missile trains within their jurisdiction?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 366 27 **ISSUE:** Will civilian dispatchers be required to have a security clearance, comply with random drug testing, and be screened medically and psychologically?
- RESPONSE:** This is still to be determined between the Air Force and the railroads.
- 366 28 **ISSUE:** In time of national need, what measures would be taken to compel civilian dispatchers to report for work? If they do not report, what steps will the Air Force take to keep the system running? What will be the cost?
- RESPONSE:** Operational details involving no environmental impacts are beyond the scope of this EIS.
- 366 29 **ISSUE:** What indicators and assumptions were used to generate the employment figures shown on Draft EIS Table 4.1.1.-1? These figures are completely outside the range of all reputable studies.
- RESPONSE:** Employment estimates were derived using a national input-output model. The model was developed by the U.S. Bureau of Economic Analysis, based on 1977 national input-output relationships among the 537 sectors identified for the United States and updated with the most recent available employment and earnings estimates (1984).
- 366 30 **ISSUE:** Will short-term jobs really have any net positive effect on local communities or the nation as a whole? How long will these jobs last?
- RESPONSE:** Initial program requirements during the construction and deployment phase would provide additional employment and income over a 3 to 4 year period. Construction activity would primarily affect local communities hosting garrison bases; while research, development and production activities would involve industries throughout the United States. Operations requirements, including both direct employment and program procurement at a reduced level, would continue for the lifetime of the system. Increased direct spending would provide additional secondary employment during both program phases.
- 366 31 **ISSUE:** Will the new jobs created by garrison construction employ those who are currently unemployed? Will the jobs be filled by local citizens or by specialists from outside the region?
- RESPONSE:** A mix of currently unemployed workers and specialists from outside the region is projected. On the average, approximately 70 percent of the construction labor requirement is estimated to be filled by the local labor force.
- 366 32 **ISSUE:** After construction of the garrisons, will there be any long-term economic benefits derived from the project? If so, what are these benefits, and how long will they exist after the garrisons are completed?
- RESPONSE:** National economic benefits are approximately 9,000 jobs and \$175 million in earnings per year projected to last over the life of the program (see EIS Section 4.1.1).

366 33 **ISSUE:** Will the workers be allowed to use the Air Force's BX and other facilities? If they are, how will this new economic activity impact already existing local economies?

RESPONSE: No. Onbase BX facilities are reserved for use only by military personnel and their dependents.

366 34 **ISSUE:** How much track renovation and new track construction will be required to implement the Rail Garrison system? How will the costs be shared?

RESPONSE: The proposal includes track renovation and construction only on tracks between the garrisons and the main line where the trains will access the rail network. The cost of that renovation and construction has not yet been determined exactly, but estimates are included in the total program cost. Also see response to Document 15, Comment 3.

366 35 **ISSUE:** If the Air Force plans to build more than one rail line out of each garrison, what additional rights-of-way will need to be purchased for the required track?

RESPONSE: The Dual Rail Egress described in EIS Section 1.8 is not part of the Proposed Action. It is unknown what additional rights-of-way would be required to implement more than one rail line out of each garrison because no such study has been undertaken. Before any decision is made to construct additional rail lines, appropriate environmental analyses would be prepared.

366 36 **ISSUE:** How does the Air Force plan to reimburse residents or owners who might be displaced from, or lose the use of, their property due to program construction?

RESPONSE: See response to Document 262, Comment 13.

366 37 **ISSUE:** What steps will be taken to protect ordinary citizens from MX missile train mishaps while carrying dangerous cargo? What will be the cost and how will the Air Force determine if these steps are sufficient to protect the public?

RESPONSE: See response to Document 15, Comment 3.

366 38 **ISSUE:** How will public cooperation be mobilized to respond to an accident or malfunction of the Peacekeeper Rail Garrison system? Will martial law be imposed during a time of national crisis?

RESPONSE: In the event of an accident, the public will be warned by the train crew and the early response team to stay away from any potential hazard area. Deployment of the Peacekeeper Rail Garrison system would not alter the laws regarding the imposition of martial law. Also see response to Document 33, Comment 55.

366 39 **ISSUE:** In the event of a derailment caused by either a collision with another train or by sabotage, can radioactive isotopes escape from the missile warheads either as the result of the collision impact or fire?

RESPONSE: Though such an event is extremely unlikely, the safety analysis considers the possibility and, to provide a complete analysis, the EIS (Section 5.3.1) describes the environmental impacts of such an event.

366 40 **ISSUE:** What provisions will be made to protect the public and the environment from an accident resulting in an explosion and/or the release of radioactivity into the environment? What is the cost of such protective steps?

RESPONSE: See response to Document 21, Comment 1.

366 41 **ISSUE:** Will local personnel near the rail lines used by the MX missile trains be equipped to deal with hazardous waste containment and removal? What is the cost of such preparations?

RESPONSE: See response to Document 33, Comment 68.

366 42 **ISSUE:** Will each community along the proposed MX train deployment arterials have its own evacuation plan? Who is responsible for writing and giving final approval to such plans, and for coordinating the plans and responses of several different communities along the same rail line?

RESPONSE: See response to Document 33, Comment 55.

366 43 **ISSUE:** What provisions will be made to secure the civilian rail bed from sabotage by terrorists or others seeking to derail civilian rail traffic? What is the cost of such preparations?

RESPONSE: See response to Document 6, Comment 2.

366 44 **ISSUE:** How will MX components with dangerous explosives or radioactive materials be transported to their garrisons for final assembly? How can the Air Force assure the public that MX missiles and their components will be shipped safely to their basing location?

RESPONSE: The transportation of the missiles and reentry systems to the garrisons are described in EIS Section 5.2.1. The safety assurances the Air Force can provide are procedures and regulations designed to ensure safe deployment and operation of the system and a commitment to adhere to those procedures and regulations.

366 45 **ISSUE:** How will the Air Force ensure against accidents at assembly areas like the recent Morton Thiokol plant accident in Utah?

RESPONSE: The nuclear certification and safety procedures are described in Section 5.1 of the EIS.

366 46 **ISSUE:** What effect would an accident involving one missile have on other nearby missiles in their garrisons?

RESPONSE: Train Alert Shelters are designed to prevent an accident to one missile affecting any other missiles.

366 47 **ISSUE:** Would the MX missile trains be hardened against electromagnetic pulse? If so, how much would the hardening cost? If not, how will the Air Force ensure that the communications system necessary to authorize and target a missile launch will operate in the event of an atomic explosion high above the United States?

RESPONSE: Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 366 48 **ISSUE:** Is the civilian rail bed that this system would incorporate strong enough to withstand the firing of missiles from trains at any point in the system? If not, what would it cost to upgrade civilian rail lines to allow missile launches?
- RESPONSE:** The missile launch car is equipped with stabilization outriggers, housed on the underside of the car, which would deploy and stabilize the car by distributing the weight of the car over the rails and ballast. This enables the missile to be erected and ejected from the cannister and prevents damage to the rail network.
- 366 49 **ISSUE:** The EIS must fully examine the No Action option and evaluate worst-case scenarios.
- RESPONSE:** Worst-case scenarios are discussed in Chapter 5 of the EIS. Also see response to Document 37, Comment 15.
- 367 1 **ISSUE:** Commentor requests an additional 30 days of the comment period because the Proposed Action is quite large and controversial.
- RESPONSE:** See response to Document 50, Comment 1.
- 367 2 **ISSUE:** Commentor requests that future hearings and public notifications be conducted on a national rather than a regional level because the program is national in scope.
- RESPONSE:** See response to Document 34, Comment 11.
- 368 1 **ISSUE:** The Fort Sill Apache Tribe in Apache, Oklahoma has no concerns in regard to the area around the proposed Peacekeeper Rail Garrison site.
- RESPONSE:** Noted.
- 369 1 **ISSUE:** Comment sheet by Shoney's South, Inc. with no comment.
- RESPONSE:** Noted.
- 370 1 **ISSUE:** Commentor in support of the project at Grand Forks AFB, North Dakota because the site is one of the least expensive locations, has rail lines in every direction, and can accommodate the additional people.
- RESPONSE:** Noted.
- 371 1 **ISSUE:** Commentor supports the project at Little Rock AFB, Arkansas because the environmental consequences were adequately covered.
- RESPONSE:** Noted.
- 372 1 **ISSUE:** Commentor opposes nuclear missiles in the Midwest or any population centers.
- RESPONSE:** See response to Document 3, Comment 1.
- 373 1 **ISSUE:** The Draft EIS does not adequately address the questions raised at the scoping hearings. The Final EIS must do this.
- RESPONSE:** See response to Document 33, Comment 53.

- 373 2 **ISSUE:** The Draft EIS does not adequately address the environmental impacts of the No Action Alternative, especially the economic impact of not spending \$10 - 15 Billion on the Rail Garrison MX program.
- RESPONSE:** See response to Document 366, Comment 7.
- 373 3 **ISSUE:** There should be hearings in Colorado because MX trains and supply trains will travel through this state.
- RESPONSE:** See response to Document 34, Comment 11.
- 373 4 **ISSUE:** The Draft EIS does not address many possible deployment options.
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 373 5 **ISSUE:** The Draft EIS does not adequately assess the human factor in risk quantitatively and add this to a quantitative assessment of the technologic error risk.
- RESPONSE:** See EIS Chapter 5.
- 373 6 **ISSUE:** It appears the Rail Garrison MX program is being built before it has been tested.
- RESPONSE:** Noted.
- 373 7 **ISSUE:** The Draft EIS does not adequately discuss how the Rail Garrison MX would function in chill factors of 60 degrees below zero.
- RESPONSE:** Wind chill factors are measurements of the effect of wind on humans and are not applicable to mechanical systems.
- 373 8 **ISSUE:** The Draft EIS does not define a "higher authority."
- RESPONSE:** The term higher authority is defined as the President and Secretary of Defense and their duly deputized alternates or successors.
- 373 9 **ISSUE:** The Draft EIS doesn't define wartime use.
- RESPONSE:** Wartime use would be any use of the system during a period of active hostilities.
- 374 1 **ISSUE:** Commentor supports the project at Minot AFB, North Dakota because of community support.
- RESPONSE:** See response to Document 3, Comment 1.
- 375 1 **ISSUE:** Commentor supports the project at Minot AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 376 1 **ISSUE:** Commentor supports the project at Minot AFB, North Dakota because there will be no negative effect on the Minot Park District.
- RESPONSE:** Noted.

- 377 1 **ISSUE:** No provisions seem to be made for notifying the general populace in the event of any mishap. An independent liaison should be selected to report on problems with the health and safety aspect of the program.
- RESPONSE:** Existing provisions for notifying the public of hazards are adequate for any Peacekeeper Rail Garrison hazards. EIS Chapter 5 discusses safety issues.
- 378 1 **ISSUE:** Commentor opposed to the project at Whiteman AFB, Missouri because the location is near Kansas City; it is a duplication of other high-priced systems; arms negotiations will suffer; deterrence already exists; valuable farmland would be taken; and for moral purposes.
- RESPONSE:** See response to Document 3, Comment 1.
- 379 1 **ISSUE:** Commentor feels that this project is taking a giant step backwards in arms negotiations and is financially ruining our country.
- RESPONSE:** See response to Document 3, Comment 1.
- 380 1 **ISSUE:** Commentor supports the project at Grand Forks AFB, North Dakota because of deterrence.
- RESPONSE:** See response to Document 3, Comment 1.
- 381 1 **ISSUE:** Commentor supports the project at Minot AFB, North Dakota because of nuclear and economic security.
- RESPONSE:** See response to Document 3, Comment 1.
- 382 1 **ISSUE:** Commentor supports the project at Little Rock AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 383 1 **ISSUE:** Supports the project at Little Rock AFB, Arkansas because of no significant impacts on the local environment.
- RESPONSE:** Noted.
- 384 1 **ISSUE:** Who is in charge of informing the residents of southeast Wyoming and northern Colorado in case of an accident or incoming missiles?
- RESPONSE:** See response to Document 33, Comment 55.
- 384 2 **ISSUE:** Will the Air Force help with funding of the Laramie Civil Defense and the State Emergency Management Agency?
- RESPONSE:** The Air Force does not currently have such plans. Also see response to Document 33, Comment 55.
- 384 3 **ISSUE:** What is the working relationship with the Air Force, Federal Emergency Management Agency, Wyoming State Emergency Management, and Laramie County Civil Defense?
- RESPONSE:** Each is an independent agency with its unique jurisdiction and responsibilities. In the event of an emergency, they would work cooperatively. Issues of each agency's responsibility and authority would

depend on the nature of the emergency, its location, the ownership of the assets involved and other factors. Many of those issues are covered in the National Contingency Plan, which is referenced in Section 5.5.1 of the EIS.

- 384 4 **ISSUE:** Is it true that there is no working relationship between states ?
- RESPONSE:** Whether or not there is a working relationship between states is beyond of the scope of this EIS.
- 385 1 **ISSUE:** Opposed to the project at Whiteman AFB, Missouri or any other base because we are moving forward towards peace now, and it is a danger to our communities and nation.
- RESPONSE:** See response to Document 3, Comment 1.
- 385 2 **ISSUE:** Commentor requests a thorough examination of the risk of rail accidents due to excessive weight and size of cars, and also due to sabotage.
- RESPONSE:** See responses to Document 6, Comment 2 and Document 33, Comment 74.
- 385 3 **ISSUE:** The Final EIS should address the psychological stress the MX would cause especially on the children.
- RESPONSE:** See response to Document 5, Comment 14.
- 386 1 **ISSUE:** Commentor supports the project at Grand Forks AFB, North Dakota because the area is not congested, community support, excellent schools, large labor force, community support, and an economic boost.
- RESPONSE:** Noted.
- 387 1 **ISSUE:** Commentor supports the project at Whiteman AFB, Missouri because of community support, a significant economic impact, available local labor force, commercial development, strong housing market, beneficial social impacts, and excellent public services.
- RESPONSE:** Noted.
- 387 2 **ISSUE:** The Air Force should work closely with the local emergency response teams identifying the types of hazardous materials onbase and coordinate the planning and use of the new conforming storage facility with the Whiteman Area Study Committee in Missouri.
- RESPONSE:** To assist local emergency response teams, the Air Force, as a matter of policy, will comply with community right-to-know laws as defined in the Superfund Amendments and Reauthorization Act of 1986 even though the law does not require such. The new conforming storage facility will be a temporary storage facility and no treatment or disposal of wastes will be associated with its operation. The siting and design has been completed and the facility is awaiting approval and funding. Discussions concerning its use should be directed to personnel at Whiteman AFB, or any other concerned base.
- 388 1 **ISSUE:** When will we have enough weapons?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 388 2 **ISSUE:** Isn't the Rail Garrison simply a refashioning of the weapon system that was already rejected under President Carter?

RESPONSE: No. See Section 1.1 of the EIS.

- 388 3 **ISSUE:** Does not the MX Rail Garrison plan undermine the legitimate peacemaking efforts of both the United States and Soviet governments?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 388 4 **ISSUE:** Isn't the Rail Garrison plan yet another step in the gradual proliferation of weapons systems which introduce the threats of accidents, the certainty of fallout, and increases international tension by making civilians and governments alike "hostages" to the nuclear powers?

RESPONSE: Issues regarding proliferation of nuclear weapons are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 389 1 **ISSUE:** Commentor wonders why scoping questions asked in Cheyenne, Wyoming were not addressed or even acknowledged in the Draft EIS.

RESPONSE: See response to Document 33, Comment 53.

- 389 2 **ISSUE:** What, if any, effect will the public comments received at the Air Force hearings have on the Air Force's decision-making process?

RESPONSE: All comments received have been reviewed for pertinence to the analysis. If changes are appropriate, these are reflected in the EIS. The decision-makers will be aware of all comments and concerns during the selection process.

- 389 3 **ISSUE:** The Draft EIS doesn't discuss the ways in which the MX is expected to enhance America's national security, or failure to deploy it will have any impact at all on our national security.

RESPONSE: Issues of national security policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 389 4 **ISSUE:** Will the Air Force comply with laws such as Wyoming's Industrial Siting Law or regulations that the state be notified when hazardous materials are being transported on our highways?

RESPONSE: Generally, activities undertaken by the federal government are not subject to state regulation or control unless the Congress specifically cooperates with the appropriate agencies to meet their requirements to the extent possible.

- 389 5 **ISSUE:** Commentor feels that words like "war" or "enemy" should be included in the EIS.

RESPONSE: Noted.

- 390 1 **ISSUE:** Will the 50 MX missiles based in the Rail Garrison mode be new missiles or existing ones? What is the cost?
- RESPONSE:** The Proposed Action assumes deployment of 50 new missiles. Under the Alternative Action, 100 missiles will be deployed. Of these, 50 missiles will be obtained from the repostured Minuteman Silos while the other 50 missiles will be new. The production cost of the 50 new missiles is approximately \$4.3 billion.
- 390 2 **ISSUE:** The Draft EIS does not address the environmental impact of nuclear warheads dropped on cities along the MX train route.
- RESPONSE:** The environmental impact of nuclear warheads is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 390 3 **ISSUE:** What methodology was used and what assumptions were made to generate the job estimates in the Draft EIS?
- RESPONSE:** See response to Document 366, Comment 29.
- 390 4 **ISSUE:** The Draft EIS does not adequately analyze the No Action Alternative.
- RESPONSE:** See response to Document 37, Comment 15.
- 390 5 **ISSUE:** The Draft EIS does not consider how many jobs could be generated by spending the \$10 - \$15 billion it projects as the Rail Garrison's cost on other sectors of the economy such as housing or education.
- RESPONSE:** See response to Document 366, Comment 7.
- 390 6 **ISSUE:** The Draft EIS fails to analyze the economic impact on local communities of the boom-bust job cycle created by the MX.
- RESPONSE:** See response to Document 270, Comment 11.
- 390 7 **ISSUE:** Does the Air Force have any plans to address the unemployment and resulting trauma the MX program can be expected to leave in its wake?
- RESPONSE:** See response to Document 270, Comment 11.
- 391 1 **ISSUE:** In Draft EIS Section 4.10.5.3, it states that "specific Native American resources such as sacred areas have not been identified. Therefore, none would be affected by the Proposed Action." Commentor states that whether or not research has been done in the area, to state that nothing would be affected is not logical, but is rather cavalier and careless.
- RESPONSE:** EIS Sections 4.10.5.2 and 4.10.5.3 have been revised to reflect the results of consultation with Native American groups. Representatives of the Three Tribes (Arikara, Hidatsa, Mandan) and the Chippewa Cree were provided with project maps and invited to express concerns about potential effects on areas important for sacred or heritage reasons. The tribes did not identify any sites or sensitive areas that would be affected by the proposed project.

- 391 2 **ISSUE:** Commentor doubts the statement in Draft EIS Section 4.10.14 that "none of these streams (Little Deep Creek, Egg Creek, and an unnamed creek) requiring bridges have state-designated uses."

RESPONSE: The level of concern of state and federal agencies having jurisdiction over water resources is an important factor when considering water quality issues. This level of concern is generally reflected in the state classification of streams and the designation of beneficial uses. Some streams, however, are not classified because of their intermittent nature. The undependability of these streams to sustain adequate flows, and their poor water quality when they flow, make unclassified streams of questionable value from a water supply standpoint. The streams in question (i.e., Egg Creek, Little Deep Creek, and the unnamed creek) fall in this category. Their applicable water quality standards are the least stringent, and the text has been revised to clarify this point (see EIS Section 4.10.14.)

- 391 3 **ISSUE:** Are the people living north of the proposed garrison at Minot, North Dakota aware that 152 acres of land would be used if a second rail connector is chosen?

RESPONSE: See response to Document 366, Comment 35.

- 391 4 **ISSUE:** Why doesn't the Draft EIS deal with the rail hazard of heat? Excessive heat can cause rail distortion and subsequent accidents.

RESPONSE: Discussion of the issue of heat buckling of railroad track has been added to the section on natural hazards (see EIS Section 5.2.3).

- 391 5 **ISSUE:** Commentor disagrees with Draft EIS Page S-44 statement that the program at Minot AFB, North Dakota would not result in significant impacts on any resource.

RESPONSE: Noted.

- 391 6 **ISSUE:** Commentor states that creating 300-400 jobs in Minot, North Dakota is not worth having something as suspect and outlandish as putting MX missiles on our nation's rails.

RESPONSE: See response to Document 3, Comment 1.

- 392 1 **ISSUE:** Commentor opposed to the project at Minot AFB, North Dakota because economically it is good for Minot but is not in the best interest of our country and world.

RESPONSE: Noted.

- 393 1 **ISSUE:** Commentor opposed to the project at Minot AFB, North Dakota because of fear of nuclear accidents, we already have enough deterrence and our tourism will suffer.

RESPONSE: See response to Document 3, Comment 1.

- 394 1 **ISSUE:** Commentor is against the project at Little Rock, Arkansas and would rather see the money spent on public services.

RESPONSE: See response to Document 3, Comment 1.

- 395 1 **ISSUE:** When based in the garrison, the MX trains would be more vulnerable to Soviet strategic warheads than they are in their current fixed silo deployment sites.
- RESPONSE:** See response to Document 3, Comment 1
- 395 2 **ISSUE:** The Rail Garrison program would be strategically destabilizing because it is vulnerable and increases incentives for a first strike.
- RESPONSE:** See response to Document 3, Comment 1.
- 395 3 **ISSUE:** The deployment sites, as well as the surrounding areas in which the missile trains would patrol, will become targets for "barrage" attacks as the Soviets saturate the areas with nuclear explosions.
- RESPONSE:** Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 396 1 **ISSUE:** Commentor supports the project at Little Rock AFB, Arkansas because of an able work force, adequate utilities, and available highway and rail systems.
- RESPONSE:** Noted.
- 397 1 **ISSUE:** Commentor supports and endorses the selection of Little Rock AFB, Arkansas for the deployment of the Rail Garrison Peacekeeper missile.
- RESPONSE:** See response to Document 3, Comment 1.
- 398 1 **ISSUE:** Commentor opposed to the project at Little Rock AFB, Arkansas because it is a step backward in nuclear disarmament, the system is basically obsolete, the basing site is more vulnerable, and economics should not be the reason for choosing Little Rock.
- RESPONSE:** See response to Document 3, Comment 1.
- 399 1 **ISSUE:** Commentor in support of the project at Little Rock AFB, Arkansas because of economic growth.
- RESPONSE:** Noted.
- 400 1 **ISSUE:** Commentor supports the project at Little Rock AFB, Arkansas because of the economic boost to the area and no significant environmental impacts.
- RESPONSE:** Noted.
- 401 1 **ISSUE:** Commentor requests that the Final EIS discuss in detail the impact on the Rail Garrison housing and to the rail track if an earthquake registering 6.5 to 8.5 on the Richter Scale occurred.
- RESPONSE:** See response to Document 50, Comment 62.
- 401 2 **ISSUE:** The Final EIS should discuss the probability of accidental or enemy damage to the Rail Garrison and the types of air and water pollution that could result from that damage.

RESPONSE: Probability of accidents and air and water pollution impacts due to accidents occurring during the operation of the Rail Garrison program are covered in EIS Section 5.4.

- 401 3 **ISSUE:** The Final EIS should discuss the environmental impact on the aquifer near Little Rock AFB, Arkansas for hazardous materials spills, especially the impact on the City of Jacksonville's water wells.

RESPONSE: The probability and consequences of hazardous material releases are described in Sections 5.3 and 5.4 of the EIS, respectively. The analysis in those sections of the EIS shows that contamination of stream or groundwater is not a significant risk from deployment and operation of the system.

- 401 4 **ISSUE:** The Final EIS should address the effect of spilled pollutants on the area's surface water including Bayou Meto and the Arkansas River.

RESPONSE: System operation is not expected to result in accidental pollution of the Bayou Meto, the Arkansas River, or other surface waters. The consequences of a spill or other release of hazardous material is described in Section 5.4 of the EIS.

- 402 1 **ISSUE:** Commentor opposed to the project because placing this costly and dangerous weapon in our country will endanger our citizens by making us a target of Soviet missiles. Money would be better spent on necessities.

RESPONSE: See response to Document 3, Comment 1.

- 403 1 **ISSUE:** Commentor sent article assessing the threat of Soviet power.

RESPONSE: Noted.

- 404 1 **ISSUE:** The increased chances of accidents due to the immense size and weight of the cars isn't addressed in the Draft EIS.

RESPONSE: See response to Document 33, Comment 74.

- 404 2 **ISSUE:** Will the MX cars need to be wider to accommodate the launch assembly and other needed equipment? If the cars are 12 feet wide, the tracks will need to be cleared before the train can enter the system.

RESPONSE: See response to Document 33, Comment 74.

- 404 3 **ISSUE:** Commentor concerned about the economic impacts on Johnson County, Missouri if a nuclear accident causes a drop in agricultural sales.

RESPONSE: See response to Document 287, Comment 91.

- 404 4 **ISSUE:** What would be the economic impact on land values, city and county tax revenues, and school systems in Missouri if an accident happens?

RESPONSE: If there is an accident, the Air Force would be responsible for clean up and restoration of the area. No long-term economic impacts are expected.

- 404 5 **ISSUE:** Commentor concerned that the federal government will not assist in the costs associated with enforcing laws that are broken by protestors and in the prosecution of such protestors.
- RESPONSE:** See response to Document 33, Comment 10.
- 404 6 **ISSUE:** How many people will be employed to maintain security?
- RESPONSE:** Operational details on the Peacekeeper Rail Garrison program are beyond the scope of this EIS. However, no network of secret police will be created.
- 404 7 **ISSUE:** Will trained security personnel have the right to detain and search anyone approaching the tracks as they do on Air Force installations?
- RESPONSE:** See response to Document 33, Comment 12.
- 404 8 **ISSUE:** Will security personnel be keeping local people under observation?
- RESPONSE:** No.
- 404 9 **ISSUE:** The Draft EIS doesn't cover the secondary effects of accident scenarios, such as when more than one missile becomes affected.
- RESPONSE:** The safety analysis done for the EIS assumes that if one missile burns or explodes, the other missile on the train will also burn or explode. Therefore, the environmental and human health effects are calculated for releases from both missiles. The design and spacing of the Train Alert Shelters in the garrison are such that if one missile explosion occurs, the missiles in adjacent Train Alert Shelters are not capable of being affected.
- 404 10 **ISSUE:** The Draft EIS doesn't adequately discuss the risks or consequences of sabotage, given that MX trains are easily identifiable and all tracks cannot be protected.
- RESPONSE:** See response to Document 34, Comment 17.
- 404 11 **ISSUE:** The Air Force didn't examine the secondary effects of a rail accident involving another vehicle carrying hazardous or explosive materials.
- RESPONSE:** The safety analysis done for the EIS took into account the accident statistics for all rail accidents occurring in the previous five years. Those statistics include the occurrence of collisions involving trains and trucks carrying hazardous cargoes. The EIS did not discuss the environmental impacts of releases of hazardous materials from those other vehicles because such collisions are extremely unlikely and including that risk to the total risk reported in the EIS would not substantially change the result. Also see response to Document 91, Comment 5.
- 404 12 **ISSUE:** The economic impact of shutting down the program after it has been built is not discussed.
- RESPONSE:** See response to Document 33, Comment 63.
- 404 13 **ISSUE:** The No Action Alternative is not adequately discussed.

RESPONSE: See response to Document 37, Comment 15.

- 404 14 **ISSUE:** The effects from producing the nuclear warheads, including the generation of waste, the release of radioactive materials, and the exposure of workers are not adequately addressed in the Draft EIS.

RESPONSE: The production of warheads for the Peacekeeper Rail Garrison missiles is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 404 15 **ISSUE:** There was not enough time to analyze the Draft EIS after it was released, let alone analyzing another EIS which was referenced.

RESPONSE: See response to Document 50, Comment 1.

- 404 16 **ISSUE:** The DEIS does not adequately address the question of emergency response, in particular, how long it would take emergency teams to respond. The DEIS states that a fuel fire would last for six minutes. In a small town, would public safety personnel be trained to safely minimize health and property damage, or does the Air Force plan to respond to the scene within the six minutes that the fire burns.

RESPONSE: A missile propellant fire is expected to last more than six minutes and the reference to the length of the fire is not in the EIS. However, neither local nor Air Force firefighters are expected, in most instances, to arrive at the scene of an accident before a burning missile would burn out. Air Force emergency response personnel will be dispatched to an accident as soon as possible (see EIS Section 5.5.5.1). Neither local nor Air Force personnel should attempt to extinguish such a fire because the fire could not be extinguished and approaching the fire would be dangerous.

- 404 17 **ISSUE:** If there were an accident with secondary damage, as would be likely if a train caught fire in a drought stricken area, would the Air Force pay for the secondary damage?

RESPONSE: In the unlikely event of an accident, requests for compensation for secondary damages will be evaluated in accordance with Air Force regulations.

- 404 18 **ISSUE:** The Draft EIS doesn't adequately address the economic effects of the cost of the missiles.

RESPONSE: See response to Document 390, Comment 1.

- 404 19 **ISSUE:** Is the Air Force going to purchase 50 new MX missiles, or will the ones deployed in silos in Wyoming be used?

RESPONSE: See response to Document 366, Comment 10.

- 404 20 **ISSUE:** What will be the economic effect of shutting down the MX silo command on the economy of Wyoming?

RESPONSE: Effects of reposturing of Peacekeeper missiles currently in Minuteman Silos for use in the Rail Garrison program are discussed under the Alternative Action at F.E. Warren AFB (see Section 4.2 of the EIS).

404 21 **ISSUE:** What are the environmental effects of removing and transporting the missiles from the silos?

RESPONSE: There are no environmental effects in addition to those addressed in the EIS for the Peacekeeper in Minuteman Silos program. Alternative Action discussion is found in EIS Section 4.2.

404 22 **ISSUE:** What would be the environmental effects of a failure of the heating or cooling system on the missile trains during a time of extreme weather?

RESPONSE: Such failures may impact system capability but would not have any environmental impacts.

404 23 **ISSUE:** Is there a possibility that the MX Rail Garrison could be later turned into a continuously mobile system? Do Air Force contingency plans include such a plan and would such a plan change the risk assessment section of the Draft EIS?

RESPONSE: The Proposed Action does not include a plan for the system to be continuously mobile. If such a plan were proposed, the Air Force would accomplish appropriate environmental documentation.

404 24 **ISSUE:** Have studies been done to assess the impact of the vibrations and harmonics that the missiles, warheads, and fuel would be exposed to? Would this increase chances of accident or explosions? What are the effects of those variables on metal fatigue within the launcher, the rail car, and the missile itself?

RESPONSE: See response to Document 33, Comment 40.

404 25 **ISSUE:** What is the increased chance of an accident due to the lack of experience of the crew?

RESPONSE: See responses to Document 15, Comments 4 and 5.

404 26 **ISSUE:** The discussion of the risks of air transport mishaps is inadequate in the Draft EIS.

RESPONSE: The probability of an accident during air transport and the effects of an accident are discussed in Section 5.3.2 of the EIS and the analysis is believed to be adequate.

404 27 **ISSUE:** The Draft EIS does not evaluate fully the risks of sabotage by Air Force personnel or the results of such sabotage.

RESPONSE: See response to Document 287, Comment 28.

404 28 **ISSUE:** The Draft EIS does not define well enough the criteria under which the trains would be deployed. National need is hardly adequate for the public or Congress to evaluate how often the system would leave the garrison, and there can be no effective analysis of the risk measurements that are based on numbers of rail miles traveled.

RESPONSE: See response to Document 33, Comment 98.

- 404 29 **ISSUE:** The population density figures average all people over a range of suburbs, urban areas, and rural areas. Since it is likely that the trains will spend more time in urban areas than in rural, and since more accidents occur in these higher density areas, the EIS should use a weighted average.
- RESPONSE:** See response to Document 287, Comment 71.
- 404 30 **ISSUE:** Radiation exposure figures should not be average but should tell how many people are exposed to lethal or harmful doses of radiation.
- RESPONSE:** The system will not expose anyone to a harmful dose of radiation if no severe accident occurs. In the event of a severe accident which releases radiation, the number of people who would be exposed will depend on many variables, including location, time of day, the severity of the accident, and many other circumstances that cannot be predicted. It is therefore not possible to specify how many people would be exposed. However, the average dose figure in the Draft EIS has been replaced by a maximum dose figure in the Final EIS (see Section 5.4 of the EIS).
- 404 31 **ISSUE:** The EIS must discuss the cost of any alternative use of money that would be spent on Rail Garrison.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 404 32 **ISSUE:** What are the results of the investigation of building MX Rail Garrison with an ABM system? What would be the environmental impact of an ABM system?
- RESPONSE:** See response to Document 33, Comment 6.
- 404 33 **ISSUE:** The EIS must investigate a chemical accident if the air is still and allows concentration of airborne chemicals to remain high and in one area.
- RESPONSE:** See response to Document 287, Comment 77.
- 404 34 **ISSUE:** The Final EIS should quantify the risk of nuclear explosion in any potential mishap.
- RESPONSE:** See response to Document 33, Comment 45.
- 404 35 **ISSUE:** The Draft EIS says that radioactive particles would settle over a fairly small area. What is a small area?
- RESPONSE:** The exact reference could not be found in the Draft EIS. The dispersal of radioactive materials based on the meteorological conditions used in the safety analysis is depicted in Figure 5.3.1-5 of the Draft EIS and Figure 5.4.4-1 of the Final EIS.
- 404 36 **ISSUE:** Are there any notification procedures which will be used for deployment or transport?
- RESPONSE:** There will be no notification to the general public or local authorities.
- 404 37 **ISSUE:** What is the need for an additional 500 counterforce (first-strike) warheads in maintaining our deterrence?

RESPONSE: See response to Document 3, Comment 1.

- 404 38 **ISSUE:** What protection is being planned against the effects of electromagnetic pulse? What are the potential costs and problems associated with such a system?

RESPONSE: See response to Document 3, Comment 1.

- 404 39 **ISSUE:** What provisions are being made to comply with nuclear free zone ordinances that have been passed in areas through which trains may pass?

RESPONSE: Initial delivery of nuclear weapons or their components to F.E. Warren AFB, Wyoming or movement of Peacekeeper trains on the national rail network could result in the transportation of radioactive materials through states and localities that have enacted "nuclear free zone" laws prohibiting, or otherwise regulating, the transportation of radioactive materials within their boundaries. The transportation of Peacekeeper missiles and/or their components within these jurisdictions may be inconsistent with these laws. Conversely, these laws necessarily conflict with the power granted under the Constitution to a higher authority to operate and disperse the Peacekeeper trains. Operation of the Peacekeeper system is a vital part of the national defense, which is a matter constitutionally entrusted to the authority of Congress and the President. State and local governments have no authority to enact or enforce conflicting laws. The Air Force will not comply with these laws since compliance would unduly inhibit the operational capability of the Peacekeeper system. The Hazardous Materials Transportation Act (HMTA), in conjunction with Department of Transportation regulations, governs the procedures for transporting radioactive materials in the United States. Department of Defense (DOD) shipments of radioactive materials that are under escort and are for purposes of national security are specifically exempted from additional regulation under the HMTA. Additionally, the HMTA explicitly preempts all conflicting state and local statutes regarding radioactive material transportation (49 U.S.C § 1811[a]). This establishes that federal law alone regulates the transportation of radioactive materials. Therefore, any state or local statute establishing "nuclear free zones" would be unconstitutional as applied to the transportation of Peacekeeper missiles and/or their components. In transporting radioactive materials to support this program, the Air Force will either comply with the HMTA shipment and packaging regulations or meet the criteria for exemption (i.e., be escorted by personnel specifically designated by the DOD). Air Force procedures and safeguards for handling and protecting nuclear materials are at least as thorough as those required by the Nuclear Regulatory Commission and the Department of Energy for civilian radioactive materials. These procedures have been established in coordination with these agencies. The consequence associated with the Air Force's position not to comply with these "nuclear free zone" laws is that the public may be exposed to the transportation of radioactive materials through their communities. The significance of these events is discussed and analyzed in Chapter 5, Safety Considerations.

- 404 40 **ISSUE:** Are there any nuclear free zone ordinances along the route of the trains?

RESPONSE: See response to Document 404, Comment 39.

- 404 41 **ISSUE:** Is this the most cost-effective way to meet our security needs given that security of the trains may be a problem?
- RESPONSE:** Security needs of the train are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 404 42 **ISSUE:** Has the cost of developing a guidance system that works been included?
- RESPONSE:** Issues relating to the development of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 404 43 **ISSUE:** Since actual testing of missiles from trains is not projected to take place until 1991, isn't it possible that much environmental damage could be done before discovering that the system is useless?
- RESPONSE:** No. The Air Force has every confidence the system will perform to its design requirements.
- 404 44 **ISSUE:** Is this system necessary, given that missiles are more vulnerable than in silos for the first four to six hours.
- RESPONSE:** See response to Document 3, Comment 1.
- 404 45 **ISSUE:** Is this system necessary given that START negotiations would ban land-based mobile ICBMs?
- RESPONSE:** See response to Document 3, Comment 1.
- 404 46 **ISSUE:** Is this system necessary given that trains leaving the bases during times of high international tension could be seen as provocative?
- RESPONSE:** See response to Document 3, Comment 1.
- 404 47 **ISSUE:** Why is this system necessary?
- RESPONSE:** See response to Document 3, Comment 1.
- 404 48 **ISSUE:** Are civil defense plans along the route adequate or will they be adjusted to reflect the increased likelihood of nuclear attack?
- RESPONSE:** See responses to Document 3, Comment 1 and Document 33, Comment 55.
- 404 49 **ISSUE:** Does the potential for the loss of retaliatory capability due to the ease of access for sabotage make the system justifiable?
- RESPONSE:** EIS Section 5.1.6 discusses security measures.
- 404 50 **ISSUE:** Why is this basing method better than the other methods that have been considered and rejected such as the "Race Track."
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 404 51 **ISSUE:** What makes Whiteman AFB, Missouri such a good location?
- RESPONSE:** See response to Document 24, Comment 5.

404 52 **ISSUE:** How can a first-strike weapon like the MX missile build our deterrent capability?

RESPONSE: See response to Document 3, Comment 1.

404 53 **ISSUE:** What procedures were used to notify the public of these hearings?

RESPONSE: See response to Document 34, Comment 9.

404 54 **ISSUE:** How far in advance did the Air Force know the time and date of the hearing?

RESPONSE: Approximately three weeks prior to the hearing when all pertinent travel and auditorium schedules were confirmed.

404 55 **ISSUE:** Can the Air Force say that the public has had an adequate amount of time to respond to the Draft EIS?

RESPONSE: See Response to Document 50, Comment 1.

404 56 **ISSUE:** How many person-hours did the Air Force spend preparing the Draft EIS?

RESPONSE: The Air Force contractor required approximately 92,000 person-hours in preparing the Draft EIS.

404 57 **ISSUE:** Has the public had adequate time and information to reasonably analyze the Air Force's methodology?

RESPONSE: See response to Document 50, Comment 1.

404 58 **ISSUE:** Is the public hearing process set up to hear the concerns of the public when ordinary citizens speak after the Air Force and after elected officials?

RESPONSE: See response to Document 33, Comment 53.

404 59 **ISSUE:** How can all of the concerns of all the citizens affected be heard with a 3-minute time limit in only one hearing of three hours?

RESPONSE: See response to Document 33, Comment 53.

404 60 **ISSUE:** How many people at the hearings in other parts of the country didn't get a chance to speak?

RESPONSE: Of those who expressed an interest in speaking, only a few were denied due to time constraint. They were requested to send their comments in writing. Also see response to Document 33, Comment 53.

404 61 **ISSUE:** Why was time lost at public hearings through late starting, sound system problems, etc., taken off the public comment period?

RESPONSE: See response to Document 33, Comment 53.

404 62 **ISSUE:** How much time at the Missouri public meeting was spent in total by the Air Force, by elected officials, and by members of the public in speaking both in the scoping and in the Draft EIS hearings?

RESPONSE: A total of six hours was spent in scoping meetings and public hearings. Two-thirds of this time was used by the public.

404 63 **ISSUE:** How many of the public hearings did the Air Force start late?

RESPONSE: See response to Document 33, Comment 53.

404 64 **ISSUE:** How can the Air Force justify holding hearings, and preparing an EIS only for the area immediately surrounding Whiteman AFB, Missouri when people all along the rail line could be affected?

RESPONSE: See response to Document 34, Comment 11.

404 65 **ISSUE:** How much time, money, and effort did the Air Force spend in preparing the Rail Garrison presentation, and what proportion of that was spent on alternative basing modes including No Action?

RESPONSE: About 800 hours of effort costing approximately \$15,000 were required to prepare the Rail Garrison presentation. Including the No Action, over half of these resources were applied to the presentation of project alternatives. No time was spent on alternative basing modes which are beyond the scope of this EIS.

405 1 **ISSUE:** Commentor states that there is adequate housing available for the project in the Oscoda/Au Sable, Michigan area.

RESPONSE: Noted.

406 1 **ISSUE:** Declaration of support of the project at Wurtsmith AFB, Michigan.

RESPONSE: See response to Document 3, Comment 1.

407 1 **ISSUE:** Commentor opposed to the program because it expands the targeting area and dramatically places more people and land at risk both in this country and in the Soviet Union.

RESPONSE: See response to Document 3, Comment 1.

407 2 **ISSUE:** The MX is provocative in nature and representative of a threat that fosters destabilization on both sides.

RESPONSE: See response to Document 3, Comment 1.

407 3 **ISSUE:** The MX is strategically flawed because it will take four to six hours to disperse the missile trains from their garrisons to their point of destination.

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS.

407 4 **ISSUE:** The money to be used for the MX program would be better spent on rebuilding the economies of the states where the program may go.

RESPONSE: See response to Document 32, Comment 1.

- 408 1 **ISSUE:** Commentor supports the project at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 409 1 **ISSUE:** The Final EIS should discuss the likelihood of earthquakes and their effects on Eaker AFB, Arkansas. Also, why locate MX missiles in an area with such a potential for catastrophe?
- RESPONSE:** See response to Document 7, Comment 6.
- 410 1 **ISSUE:** Commentor is concerned that the prehistoric sites of the Caddo Indian culture in Louisiana will be lost or damaged by MX deployment. How will the integrity of these sites be preserved?
- RESPONSE:** When the Draft EIS was being prepared, archaeological field work at the base was just beginning and site-specific data were not available. The probability of affecting Caddo sites was identified as an issue because a number of such sites were known to occur in the vicinity of the base. However, an archaeological survey completed in July 1988 failed to identify any prehistoric sites in the proposed impact areas. Therefore, no Caddo sites would be affected by the proposed program (see EIS Section 4.3.5.3).
- 410 2 **ISSUE:** Commentor concerned about the American alligator in Louisiana. What will the Air Force do to protect the habitat of these species?
- RESPONSE:** After consulting with local U.S. Fish and Wildlife officials, it was determined that the proposed construction for the Peacekeeper Rail Garrison program would in no way jeopardize local alligator populations. As indicated in Appendix A of the EIS, the Air Force would take actions to mitigate any unavoidable loss of wetland habitat on Barksdale AFB if the Peacekeeper Rail Garrison program were implemented.
- 410 3 **ISSUE:** What will the Air Force do to preserve the habitats of the federally listed bald eagle and the red-cockaded woodpecker in Louisiana?
- RESPONSE:** Construction of facilities for the proposed program would occur in areas which are unsuitable habitat for either the red-cockaded woodpecker or the bald eagle. Therefore, the program would have no impact on these species or their respective habitats.
- 410 4 **ISSUE:** Does the Air Force have any proposals for alleviating the problems in traffic congestion that will occur at the main gate at Barksdale AFB, Louisiana if the MX is deployed?
- RESPONSE:** EIS Sections 4.3.3.2 and 4.3.3.3 have been revised to incorporate local and Air Force plans.
- 410 5 **ISSUE:** Commentor concerned that the area near Barksdale AFB, Louisiana has overcrowded jails and needs further investigation.
- RESPONSE:** Local officials indicate that the jail is fairly full but not at 100 percent occupancy. A work release program has been instituted that would curtail any overcrowding problem. The population immigration is not expected to noticeably increase demand at this facility.

410 6 **ISSUE:** Does the Air Force have any concerns about, or solutions to the possible layoff of 50 to 55 policemen in Bossier City, Louisiana?

RESPONSE: The police department has lost 15 officers this past year due to budgetary problems. Local officials do not feel this has affected public safety in the area, although there has been a reduction/elimination in some nonessential services previously provided. The department does not foresee any further personnel cuts in the coming fiscal year.

410 7 **ISSUE:** How can acts of sabotage and terrorism be prevented? Repairs to a rail system would be long and difficult especially relative to the situation of a national crisis.

RESPONSE: See response to Document 6, Comment 2.

410 8 **ISSUE:** If a nuclear weapon were to detonate 200 feet in the atmosphere above Shreveport - Bossier, Louisiana, wouldn't the electromagnetic pulse cause an electricity failure throughout the area? Would the train be able to operate under these conditions?

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

410 9 **ISSUE:** Commentor concerned about the quality of workmanship of the MX missile at the Morton Thiokol plants. What has been done to ensure the quality of workmanship?

RESPONSE: The nuclear certification programs and policies described in Section 5.1.1 of the EIS will apply to the design and production of all critical components of the system.

410 10 **ISSUE:** Concerned about the quality of the guidance system. Has Northrop Corporation adhered to proper inspection schedules?

RESPONSE: There are no major technical problems with the Peacekeeper missile. Recent news stories refer to the inability of a contractor to deliver a major component of the guidance system in a timely fashion under the terms of the contract. This is being corrected. The Air Force has every confidence the missile will perform to its design requirements. Seventeen out of 17 flight tests have shown Peacekeeper to be the most accurate ICBM in history and meeting all performance requirements.

410 11 **ISSUE:** Commentor opposed to the project because it is too costly, vulnerable, and is a first-strike weapon.

RESPONSE: See response to Document 3, Comment 1.

410 12 **ISSUE:** Commentor states that money would be better spent on a student exchange program between the U.S. and USSR.

RESPONSE: See response to Document 3, Comment 1.

411 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison program at Minot AFB, North Dakota and agrees with the findings of the Draft EIS.

RESPONSE: Noted.

- 412 1 **ISSUE:** Commentor opposed to the deployment of Peacekeeper Rail Garrison at Fairchild AFB, Washington because it is environmentally unsound.
- RESPONSE:** Impacts of the proposed program at Fairchild AFB are described in EIS Section 4.6.
- 412 2 **ISSUE:** When based in garrisons, the MX trains would be more susceptible to Soviet attack.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 412 3 **ISSUE:** When dispersed out of their garrison, the MX trains would be even more vulnerable to attack resulting in easy destruction of the trains.
- RESPONSE:** Following direction from a higher authority to disperse, the Peacekeeper train(s) will have access to the nation's rail net. This accessibility increases the response capability of the system by enhancing dispersal flexibility; thereby complicating enemy planning activities. This decreases the vulnerability of the Peacekeeper train(s).
- 412 4 **ISSUE:** Fairchild AFB, Washington as well as the surrounding areas could become targets for barrage attacks.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 412 5 **ISSUE:** The missile trains may be vulnerable to sabotage and will be susceptible to accidents.
- RESPONSE:** Risk assessments for rail accidents involving the Peacekeeper Rail Garrison system are discussed Chapter 5 of the EIS. Also see response to Document 6, Comment 2.
- 412 6 **ISSUE:** The risk involved in basing the MX Rail Garrison system at Fairchild AFB, Washington or anywhere else is unacceptable.
- RESPONSE:** See response to Document 3, Comment 1.
- 413 1 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison program at Whiteman AFB, Missouri and agrees with the findings of the Draft EIS.
- RESPONSE:** Noted.
- 414 1 **ISSUE:** The sections on likelihood and consequences of mishaps involving the missile solid and liquid fuel propellant (EIS Sections 5.4.1 and 5.4.2, respectively) do not adequately explore the pathway and likelihood of the two liquid-fuel component igniting and the resulting ignition or detonation.
- RESPONSE:** EIS Sections 5.4.1 and 5.4.2 discuss the consequences of various events. They are not intended to present the complete analysis on those topics. The probabilistic risk assessment of the likelihood and consequences of those and other events is described in Section 5.3 of the EIS.

- 414 2 **ISSUE:** EIS Section 5.4.2.2 states that monomethyhydrazine (MMH) could explode in concentration in air as low as 2.5 percent to 4.7 percent in the presence of an ignition source. In fact, the liquid-fuel stages carry their own ignition source in the form of nitrogen tetroxide, the second element of the liquid-fuel propellant.

RESPONSE: The referenced section describes the risk involved when only MMH leaks from its containers. If MMH and nitrogen tetroxide both leaked, ignition is certain to occur, as discussed in Section 5.4.2.4 of the EIS.

- 414 3 **ISSUE:** The Draft EIS does not adequately address either the impact of a liquid-fuel fire or the consequences of an explosion of the solid-fuel propellants.

RESPONSE: EIS Section 5.4 discusses the environmental and human health effects of fire and explosion scenarios. Editing done between the Draft and Final EISs should make the discussion more clear.

- 414 4 **ISSUE:** The Final EIS should discuss the risks of personal injury or death and substantial property damage posed during dispersal when the train would carry nuclear-armed, fully fueled missiles.

RESPONSE: The risks during that phase of operation are discussed in EIS Sections 5.2.2, 5.3.1, 5.3.4 and all of Section 5.4. The risks are summarized in Table 5.3.4-1 under the heading of "Strategic Dispersal."

- 414 5 **ISSUE:** The Final EIS should describe the other rail or road vehicles which might collide with a Peacekeeper train and should address the consequences of a collision with a vehicle containing flammable or explosive substances.

RESPONSE: The risk assessment conducted for the EIS considers the possibility of collision of the Peacekeeper train with the common mix of vehicles and cargo on the roads and rail network. The primary contributor to the longer fire scenarios discussed is fuel or other flammables carried on such a vehicle. The probabilistic risk assessment method does not concentrate on particular scenarios, but takes into account all causes of accidents in the years 1983 to 1987. This approach was selected rather than the "scenario analysis" approach because the former is thought to be more rigorous.

- 414 6 **ISSUE:** The Final EIS should address the impacts of an attempted terrorists attack and the consequences in the unlikely event that such an attack were successful.

RESPONSE: Security measures are expected to provide early warnings of sabotage attempts and prevent disabling of the system. If a terrorist attempt were successful, the consequences would not be greater than those described in Chapter 5 of the EIS.

- 414 7 **ISSUE:** The economic impacts of environmental and human health effects of various mishaps should be addressed in the Final EIS.

RESPONSE: Requests for compensation for damage or loss involving an Air Force activity will be evaluated in accordance with Air Force regulations.

- 414 8 **ISSUE:** The Final EIS should discuss the economic impact on the Cheyenne, Wyoming area of withdrawing the Peacekeeper missiles now in silos there and using them for the Peacekeeper Rail Garrison system because current law restricts the total number of deployed Peacekeeper missiles to 50 and the Air Force would have no choice but to use those 50 in the silos.
- RESPONSE:** See EIS Section 4.2.1.
- 415 1 **ISSUE:** What is the rationale behind deploying more nuclear warheads?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 415 2 **ISSUE:** Why is the Air Force so interested in deploying the missiles on rails when the Scowcroft Report maintains Small ICBM for deploying the MX?
- RESPONSE:** The purpose and need for this system is described in EIS Section 1.1.
- 415 3 **ISSUE:** Commentor concerned that Peacekeeper Rail Garrison is vulnerable to attack from enemies of the United States.
- RESPONSE:** See response to Document 3, Comment 1.
- 415 4 **ISSUE:** Is this system going to increase noise levels to Cheyenne's residential areas?
- RESPONSE:** Noise impacts from Rail Garrison deployment at F.E. Warren AFB, Wyoming are discussed in EIS Section 4.2.10.3.
- 415 5 **ISSUE:** An in-depth analysis of the No Action Alternative is needed since the present text does not adequately address the topic.
- RESPONSE:** See response to Document 37, Comment 15.
- 415 6 **ISSUE:** The EIS should compare the Peacekeeper Rail Garrison program with the system that the Soviet Union has with emphasis on the rail mileage and its public status.
- RESPONSE:** Comparison of the system with another nation's system is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 415 7 **ISSUE:** Why were public hearings not held in other areas in Wyoming and Nebraska?
- RESPONSE:** See response to Document 34, Comment 11.
- 415 8 **ISSUE:** How many permanent civilian jobs will be created by the Rail Garrison project?
- RESPONSE:** Permanent civilian employment at F.E. Warren AFB, Wyoming is estimated at 53 direct workers and 182 indirect workers over the operations phase of the program.

- 415 9 **ISSUE:** Concerned about the reliability of the MX guidance system together with adequate supervision of government contractors.
- RESPONSE:** See response to Document 410, Comment 9.
- 415 10 **ISSUE:** What will the Air Force do about metal fatigue in the MX missiles currently on-line in Wyoming? How does the Air Force plan to improve the shell of the missile or the defective parts?
- RESPONSE:** The Peacekeeper missile was designed for use in a mobile basing mode involving storage and transport of the missile in a horizontal position. No modification of the missile is necessary for the Peacekeeper Rail Garrison system.
- 415 11 **ISSUE:** Safety was briefly discussed at the public hearing with the history of past nuclear accidents. How can the Air Force be so confident about the safety of the MX when there are numerous problems with the missile such as the guidance system and metal fatigue?
- RESPONSE:** See EIS Chapter 5. Also see response to Document 410, Comment 9.
- 415 12 **ISSUE:** Where will the nuclear waste be disposed of for the Rail Garrison project in Wyoming?
- RESPONSE:** See response to Document 50, Comment 30.
- 416 1 **ISSUE:** Commentor believes there is no need to deploy Peacekeeper in mobile or fixed basing mode as there are plenty of missiles already deployed. Recommends we direct valuable resources toward nuclear disarmament and peaceful resolution while working on utilizing what is already available to its maximum benefit.
- RESPONSE:** See response to Document 3, Comment 1.
- 417 1 **ISSUE:** How would missile trains operate? Would missile trains have priority over the traffic? How would MX rail operations affect railroad operations?
- RESPONSE:** See response to Document 33, Comment 76.
- 417 2 **ISSUE:** Because MX rail cars will be wider than 9 feet, the Air Force will have to announce its path in order to clear rails. What are the security implications of this?
- RESPONSE:** See Section 1.3.2 of the EIS.
- 417 3 **ISSUE:** Will the MX train comply with the rule of 500,000 pounds? Can the tracks on which the train will ride support this weight?
- RESPONSE:** See response to Document 33, Comment 74.
- 417 4 **ISSUE:** Commentor concerned about the center of balance on the MX train in light of 45 mph winds in Wyoming.
- RESPONSE:** See response to Document 33, Comment 74.

418 1 **ISSUE:** Questions mailed after the public scoping meeting in Cheyenne, Wyoming were only superficially or generally addressed in the Draft EIS.

RESPONSE: See response to Document 33, Comment 53.

418 2 **ISSUE:** Will the Air Force ensure that city, county, and state governments in Wyoming will not have to pay for increased service demands due to this program?

RESPONSE: Program-related spending by Air Force contractors as well as direct program employees is projected to generate sufficient revenues to meet the required outlays for the increased service demands. While the Air Force cannot ensure this, monitoring surveys conducted for the Peacekeeper in Minuteman Silos program indicated that service demands, and subsequent expenditures, would be negligible.

418 3 **ISSUE:** Will existing employers in Cheyenne, Wyoming close up shop due to this program? How many jobs will be lost?

RESPONSE: See response to Document 33, Comment 91.

418 4 **ISSUE:** What will construction and operations noise levels be in residential areas in Cheyenne, Wyoming.

RESPONSE: Noise impacts from Rail Garrison deployment at F.E. Warren AFB are discussed in EIS Section 4.2.10.3.

418 5 **ISSUE:** Moral and ethical concerns should be addressed in the EIS.

RESPONSE: See response to Document 32, Comment 1.

419 1 **ISSUE:** Clerk of Laramie County disagrees with public finance baseline projections for Laramie County.

RESPONSE: EIS Section 4.2.1.2 has been revised.

420 1 **ISSUE:** Commentor maintains the language in the Draft EIS is misleading, e.g., Peacekeeper for MX; reentry vehicle for nuclear warhead and guidance system, and mishap for accidents.

RESPONSE: The document is not intended to be misleading. The missile was named "Peacekeeper" by President Reagan (see response to Document 37, Comment 1). The term reentry vehicle has a specific meaning and is thought to be an adequately descriptive name. It would be inaccurate to call it a warhead; it would be cumbersome to name all the things it contains every time reference was made to it. The word mishap was intended to encompass either rail incidents or accidents, as defined by the Federal Railway Administration (see EIS Section 5.2.1.1).

420 2 **ISSUE:** How can Great Falls, Montana officials maintain this system will create jobs and lower unemployment in Great Falls?

RESPONSE: A secondary benefit of the program is in fact the creation of jobs and lowering of unemployment rates in the region (see EIS Section 4.9.1).

- 420 3 **ISSUE:** The figure of student-teacher ratio of 21:1 in the Great Falls, Montana school system is highly inaccurate.
- RESPONSE:** For the 1987-1988 school year, Great Falls School District No. 1 (an elementary level district) had an overall pupil-to-teacher ratio of 21.5 to 1. These numbers were based on school district data showing enrollment and teachers at the elementary level by grade and by school, and are, therefore, reflective of existing conditions in the district.
- 420 4 **ISSUE:** Commentor does not want to submit Montana to irreparable harm by putting additional missiles here.
- RESPONSE:** See response to Document 3, Comment 1.
- 420 5 **ISSUE:** The money spent on the rail-based MX is better spent on such things as farmers, unemployed, schools, the hungry, etc. The priorities of the citizens are not reflected in the continuing arms buildup.
- RESPONSE:** See response to Document 32, Comment 1.
- 420 6 **ISSUE:** Commentor questions our capability technologically to handle a crisis situation.
- RESPONSE:** See responses to Document 33, Comments 45 and 97.
- 420 7 **ISSUE:** Commentor questions our capability from a human standpoint to handle a crisis situation.
- RESPONSE:** Every attempt will be made to conduct training in a realistic environment. However, our training trains will not carry real missiles or explosives. Training will be conducted on the rail network with the least interference possible. Simulators and occasional high priority training may be used to supplement this training program, if this is required to maintain the necessary levels of proficiency. Also see response to Document 15, Comment 4.
- 420 8 **ISSUE:** Commentor opposed to the rail-based MX because it is unsafe, destabilizing, and dangerous game playing when the opportunity is ripe for arms reduction. Our security will not be enhanced by more weapons but by fewer and a new approaches to international and fiscal situations.
- RESPONSE:** See response to Document 3, Comment 1.
- 421 1 **ISSUE:** The MX is a first-strike weapon. What is the Soviet response to this threat?
- RESPONSE:** The issue of a Soviet response is beyond the scope of this EIS. Also see responses to Document 3, Comment 1.
- 421 2 **ISSUE:** How does this program protect our freedom?
- RESPONSE:** See response to Document 3, Comment 1.
- 421 3 **ISSUE:** Does the MX ensure continued flow of profits to defense contractors?

RESPONSE: The issues of potential defense procurement of contracts, and/or taxes, and fraud associated with contractors is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 421 4 **ISSUE:** Commentor makes statement that history teaches that those who prepare for war end up having a war.

RESPONSE: See response to Document 3, Comment 1.

- 422 1 **ISSUE:** The Draft EIS fails to provide adequate details to allow a reviewer the opportunity to fully and critically evaluate and test the conclusions presented.

RESPONSE: The Draft EIS presents a description of the research methods and data used to produce its conclusions of significant environmental issues. Specific omissions of information noted in comments regarding the Draft EIS have been included in the Final EIS.

- 422 2 **ISSUE:** Commentor questions the use of 1985 traffic data to determine current baseline conditions of F.E. Warren AFB, Wyoming.

RESPONSE: The latest traffic report available from the Wyoming Highway Department provides 1985 counts of traffic volumes along Cheyenne roads.

- 422 3 **ISSUE:** Commentor states that reserve funds (in most cases) are not available to finance program-related public expenditures in Cheyenne, Wyoming as assumed in the EIS.

RESPONSE: EIS Section 4.2.1 has been revised to reflect current information.

- 422 4 **ISSUE:** The geologically significant impact of erosion and insignificant impacts on water and air are at odds with each other.

RESPONSE: Significant local erosion impacts do not necessarily result in significant water quality impacts, particularly if the site is remote from a water body or drained by a highly intermittent stream, as is the case at the two alternative garrison sites at F.E. Warren AFB, Wyoming (see EIS Sections 4.2.6 and 4.2.8).

- 422 5 **ISSUE:** The Air Force must work directly with the local government entities in Cheyenne, Wyoming to address their concerns and develop appropriate and necessary mitigation measures to mitigate the negative program impacts.

RESPONSE: The Air Force will work with local government entities in Cheyenne, as appropriate, to address their concerns and develop necessary mitigation measures to mitigate identified negative program impacts.

- 423 1 **ISSUE:** How can security be maintained over hundreds of thousands of miles of track without revoking the Constitution?

RESPONSE: Due to the mobility and random nature of the movements during dispersal, terrorists would find it very difficult to attack the system. Also see response to Document 287, Comment 58.

- 423 2 **ISSUE:** How many H-Bombs will land at Cheyenne Airport?
- RESPONSE:** All Peacekeeper reentry systems will be transported through the Cheyenne, Wyoming Airport (see Sections 1.3, 1.4, and 1.5 of the EIS).
- 423 3 **ISSUE:** Commentor questions survivability of the system. Commentor does not believe that the Soviets would be so stupid as to warn us.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 423 4 **ISSUE:** Money could be better spent in other ways.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 423 5 **ISSUE:** How many missiles will be deployed at how many bases?
- RESPONSE:** See EIS Section 1.3, 1.4, and 1.5.
- 423 6 **ISSUE:** Commentor questions safety.
- RESPONSE:** EIS Chapter 5 addresses safety concerns associated with the system.
- 424 1 **ISSUE:** State of North Dakota requests that projections of tax revenues be included in the Final EIS. This would allow for impacts to be effectively studied.
- RESPONSE:** Direct tax receipts such as property taxes are not expected to be affected by project activities. Other nontax revenues such as charges for service, redistributed state-collected revenues (gasoline excise taxes and cigarette excise taxes, as examples), fines, and fees, however, are expected to increase as population in the areas increases. Revenue from these sources would be sufficient to meet the estimate increases in expenditures in the jurisdictions.
- 424 2 **ISSUE:** State of North Dakota suggests that maintaining ratios of government employees to population will not account for increased expenditures in social services.
- RESPONSE:** Most human services and other family-related services are provided to military personnel by the Air Force at each installation. Monitoring of these types of service demands from community-based service agencies, for both military and civilian program-related personnel, during the Peacekeeper in Minuteman Silos program at F.E. Warren AFB, Wyoming indicates no significant increases in demand would be expected for locally provided human services.
- 424 3 **ISSUE:** Reliance on school district reserve funds at Grand Forks and Minot, North Dakota is questionable at this time. Consideration of Department of Defense financial aid to school districts should be addressed.
- RESPONSE:** Text has been revised to reflect current information (see EIS Sections 4.7.1.3. and 4.10.1.3).

- 424 4 **ISSUE:** Wastewater treatment facilities at Grand Forks AFB and Minot AFB, North Dakota should be adequate and efforts should be increased to mitigate any impact associated with base operations so as to minimize any pollution which may occur.

RESPONSE: Currently, both bases are evaluating the ability of their wastewater systems to adequately process their flows. Based on the results of this analysis, the Air Force will schedule the improvements that are necessary to maintain the quality of their discharge.

- 424 5 **ISSUE:** Both existing and planned rail spurs adjacent to Grand Forks AFB, North Dakota (planned to cross U.S. 2) should be consolidated into one. Crossing maintenance should be the responsibility of the Air Force. Also, the program should include grade separation and emergency vehicle provision to remedy traffic blockages.

RESPONSE: The existing spur is in poor condition both on and offbase and would not provide an efficient route to the proposed garrison site. An at-grade crossing for the new rail spur will be constructed at U.S. 2 and appropriate warning devices such as flashing lights and gates will be provided. Traffic blockages are not expected to be a problem (see EIS Section 4.7.3.3).

- 424 6 **ISSUE:** The Draft EIS judgment of cultural sites at Grand Forks AFB, North Dakota is premature until the results of the cultural resource survey has been reviewed by the State Historic Preservation Officer (SHPO).

RESPONSE: In accordance with Section 106 of the National Historic Preservation Act, cultural resources surveys have been completed for the proposed program areas at both Grand Forks AFB and Minot AFB. Preliminary drafts of both cultural resources reports were sent to the North Dakota SHPO for review. Verbal agreement with the EIS findings has been given by the SHPO.

- 424 7 **ISSUE:** The EIS needs to consider the issue of the benefits of widespread dispersion of missile capabilities.

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 424 8 **ISSUE:** What is the Air Force policy regarding protestors interfering with the training trains during the performance of their duties?

RESPONSE: The Air Force will cooperate with local law enforcement authorities to resolve any difficulties that may occur.

- 425 1 **ISSUE:** Commentor dislikes the name "Peacekeeper."

RESPONSE: See response to Document 37, Comment 1.

- 425 2 **ISSUE:** One's environment is placed in jeopardy when the community in which he lives is bristling with missiles.

RESPONSE: See response to Document 3, Comment 1.

425 3 **ISSUE:** Jobs should never be considered as a reason for creating Rail Garrison. Tax dollars are better used to clean up the environment for new roads, parks, education, etc.

RESPONSE: See response to Document 32, Comment 1.

426 1 **ISSUE:** Commentor opposed to Peacekeeper and the Peacekeeper Rail Garrison. Also submitted a local newspaper article.

RESPONSE: See response to Document 3, Comment 1.

427 1 **ISSUE:** How much more survivable is this Rail Garrison concept than the current basing mode?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

427 2 **ISSUE:** Why has the high-density population adjacent to F.E. Warren AFB, Wyoming been minimized in the Draft EIS?

RESPONSE: The map used is the latest available (1978) U.S. Geological Survey of the Cheyenne/F.E. Warren AFB area and is not intended to be a current land use map. The northern half of the Western Hills subdivision (adjacent to the base) was developed after 1978. The purpose of these figures is to show the proposed locations of various project facilities. When the area north of the Western Hills subdivision is built out, the homes closest to the proposed garrison would be about 3,750 feet away. This would be about 300 feet outside the explosive safety zone (see EIS Section 4.2.4.2).

427 3 **ISSUE:** An old map (more than 5 years old) has been used in Figures S-5, S-19, and 4.2-3. It is the same old map in each case. This map leaves off the entire northern half of the Western Hills subdivision which is a half mile, with at least 20 streets of high-density single family housing and multiple family townhouses all excluded. This entire subdivision is within the city limits.

RESPONSE: See response to Document 427, Comment 2.

427 4 **ISSUE:** Why is there no Department of Defense proposed explosive safety zone at the Cheyenne, Wyoming Municipal Airport?

RESPONSE: An explosive safety zone is the prescribed safety zone or required safe distance between places where explosives (including rocket propellants) are stored or processed and other specified locations, such as inhabited buildings, public traffic routes, recreational areas, utilities, petroleum storage facilities, and storage or processing facilities for other explosives. The Cheyenne Municipal Airport will not store or process any explosives.

427 5 **ISSUE:** What is the increased safety risk to Cheyenne, Wyoming with F.E. Warren AFB as the Main Operating Base (MOB)?

RESPONSE: F.E. Warren AFB was identified as the MOB for the Peacekeeper Rail Garrison program because the facilities at the base are designed to handle 100 Peacekeeper missiles. For over 25 years, F.E. Warren AFB has handled missiles without a major accident involving propellants, stages, reentry vehicles or reentry systems. It is anticipated

that this excellent safety record will continue for the life of the system. However, if an accident were to occur, the environmental consequences and human health effects would not be worse than those described in Chapter 5 of the EIS.

- 427 6 **ISSUE:** What would the economic impact be of the derailment of a Peacekeeper train that interferes with regular train traffic?

RESPONSE: The Peacekeeper train will follow the standard operational procedures of regular rail travel. In the unlikely event of a derailment, the problem would be corrected as quickly as possible resulting in a minimum of interference with regularly scheduled rail traffic.

- 428 1 **ISSUE:** How will North Dakota transport grain and coal by rail if the ICBM is dispersed on the main lines? Will new sidings be built?

RESPONSE: Peacekeeper trains are not anticipated to disrupt commercial rail schedules, especially since the trains would remain in the garrisons except during periods of national need, and would then represent only 25 of thousands of trains. New sidings are not anticipated to be needed. For movements in an emergency, appropriate procedures and protocols are being developed with the rail industry.

- 428 2 **ISSUE:** What local area problems would occur when the ICBM is fired from the site?

RESPONSE: The impacts of the intentional use of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 428 3 **ISSUE:** Will the Air Force or federal government upgrade the rural rail system in North Dakota to support the trains?

RESPONSE: The main line track will not be upgraded. The rail spur connecting the garrison with the existing commercial rail system at Minot AFB would be upgraded to meet design requirements and a new spur would be constructed at Grand Forks AFB.

- 428 4 **ISSUE:** What will be the reaction to the Rail Garrison as it sits on the siding by or near any small town? Would it be fenced off to keep security tight? How long will it sit or would it be moved from site to site?

RESPONSE: The Peacekeeper trains would remain in the garrisons unless directed to disperse by a higher authority in time of national need. Operational details having no environmental impact are beyond the scope of this EIS.

- 428 5 **ISSUE:** In regard to sidings, would any location know they could be a possible site for ICBM Rail Garrison train location?

RESPONSE: Every accessible location would be a possible site.

- 429 1 **ISSUE:** The Draft EIS does not adequately address prevention of "heat buckling" of railroad tracks. Notes potential for derailment.

RESPONSE: A discussion of "heat buckling" of railroad track has been added to the EIS Section 5.2.3 on natural hazards.

- 429 2 **ISSUE:** The Draft EIS does not identify specific evacuation plans in case of hazardous material accidents and explosions.
- RESPONSE:** See response to Document 33, Comment 55.
- 429 3 **ISSUE:** Commentor questions the basis for the identification of minimal health risks. What are cancer and other health-related impacts on employees preparing warhead materials?
- RESPONSE:** Health risks associated with the production of warheads are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 4 **ISSUE:** Commentor questions the utility of painting the Missile Assembly Building (MAB) blue at F.E. Warren AFB, Wyoming.
- RESPONSE:** The MAB will be painted a pale blue so it blends in better visually with the background mountain viewscape on the horizon.
- 429 5 **ISSUE:** How will the Air Force prevent sabotage of the railways and the MX train?
- RESPONSE:** See response to Document 6, Comment 2.
- 429 6 **ISSUE:** How much more radioactive pollution will be emitted directly into our environment as a direct result of the process of producing the missiles?
- RESPONSE:** The production of warheads for the Peacekeeper Rail Garrison missiles is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 7 **ISSUE:** How many truckloads containing radioactive materials will be on our highways each day, and how many days will they continue to be on our highways if the proposed Rail Garrison project is passed by Congress? How many ships and airplanes will be carrying radioactive materials related to the Rail Garrison project; and for how many days?
- RESPONSE:** The movement of nuclear components in support of the Peacekeeper mission is detailed in the EIS. Ships will not be used for the movement of warheads in support of the program. Aircraft will be used to transport the nuclear components between the manufacturer and Cheyenne. The only other airlift requirement will be for maintenance of the reentry system between F.E. Warren AFB, Wyoming and the selected garrison bases.
- 429 8 **ISSUE:** What precautions will be implemented to ensure the public safety in preventing accidents on the highways, on airplanes, and on vessels (carrying radioactive materials) and how much do these precautions cost?
- RESPONSE:** As with all weapon systems, public safety is a primary concern. This concern includes all aspects of the operation, both on and off the Air Force bases. The details of the Safety Program are described in Section 5.1 of the EIS.
- 429 9 **ISSUE:** What are your plans for restoring the wildlife and plant life that is killed as a result of radioactive accidents or emissions from nuclear facilities?

RESPONSE: The probabilities of such events are extremely small as described in Chapter 5 of the EIS. If such an event occurred, the removal of contaminated soil would be required. Specific plans for restoration would be prepared as necessary.

- 429 10 **ISSUE:** How much money per person is the Air Force willing to pay to compensate employees and public citizens that become contaminated or experience radiation poisoning due to accidents related to the Rail Garrison project?

RESPONSE: Requests for compensation for damage or loss involving an Air Force activity will be evaluated in accordance with Air Force regulations.

- 429 11 **ISSUE:** How will you compensate our allies if our missiles hit their countries rather than the Soviet Union?

RESPONSE: The issue of intentional use is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 429 12 **ISSUE:** How much money for the Rail Garrison project will be diverted illegally into funds to support the Contras in Nicaragua?

RESPONSE: None.

- 429 13 **ISSUE:** How much does each car on the train weigh and will our current rails be able to carry that enormous weight?

RESPONSE: See response to Document 33, Comment 74.

- 429 14 **ISSUE:** How much ground damage will result from a launch? Will it leave the train derailed? If so, how long will it take to put it back on the track, and at what cost? What is the potential for train crew casualties as a result of a launch?

RESPONSE: The issue of intentional use is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 429 15 **ISSUE:** Are the O-rings on the missiles the same type made by Morton Thiokol that were found defective in the Challenger mishap? If so, what measures will be taken to ensure safe launches in subzero weather?

RESPONSE: There are no joints within the stages of the Peacekeeper missile, so a mishap similar to the one which caused the Challenger disaster could not happen to a Peacekeeper missile. Nevertheless, while testing has not been completed, it will include testing in extreme environmental conditions.

- 429 16 **ISSUE:** In order to help prevent accidents, what measures will the Air Force take to ensure that no Air Force or other railroad personnel will be on drugs either legal or illegal?

RESPONSE: See response to Document 15, Comment 4.

- 429 17 **ISSUE:** How long will the shifts be?

RESPONSE: See response to Document 50, Comment 100.

- 429 18 **ISSUE:** What are the specific health conditions you look for in your personnel to ensure they are fit for this type of duty?
- RESPONSE:** See response to Document 15, Comment 4.
- 429 19 **ISSUE:** How young will the personnel be who are Air Force or railroad personnel? What training will they have?
- RESPONSE:** Program operations will be provided by a hierarchy of fully capable and trained Air Force personnel directed by a higher authority. Regardless of age, each individual assigned will be knowledgeable of his or her responsibilities and duties, and will carry them out as ordered. Also see EIS Section 1.4.6.
- 429 20 **ISSUE:** How will the Air Force prevent other commercial and passenger trains from colliding with the garrison trains?
- RESPONSE:** See response to Document 15, Comment 5.
- 429 21 **ISSUE:** How often will practice runs of the trains take place each month, and at what cost?
- RESPONSE:** The training trains will be scheduled to visit each base once during each quarter of the year. The cost is included in the annual operational budget of about \$225 million annually.
- 429 22 **ISSUE:** What would be the impact of a tornado hitting the garrison?
- RESPONSE:** The effects of natural catastrophies such as tornadoes, floods, and earthquakes striking the missiles and garrison are discussed in EIS Section 5.2.3.
- 429 23 **ISSUE:** What would be the impact of an earthquake in Cheyenne, Wyoming?
- RESPONSE:** No active or inactive faults have been identified in the Region of Influence for the proposed program at F.E. Warren AFB. The Wheatland-Whalen Fault Zone is located 40 miles north of the installation and has been determined to be an inactive fault. Consequently, surface fault rupture and other effects of an earthquake are not considered a likely event at F.E. Warren AFB. The installation is also located in a generally low risk seismic region. The effects of an earthquake are addressed under EIS Sections 3.9.4 and 5.2.3.
- 429 24 **ISSUE:** What would be the impact of small missile rockets from close range by saboteurs?
- RESPONSE:** Security measures are expected to provide early warning of sabotage attempts and prevent disabling of the system. If a sabotage attempt were successful, the consequences would not be greater than those described in Chapter 5 of the EIS.
- 429 25 **ISSUE:** What would be the impact of ice and snow covered tracks?
- RESPONSE:** See response to Document 15, Comment 3.

- 429 26 **ISSUE:** What would be the impact of a head-on collision with another very heavy train going at a fast speed?
- RESPONSE:** Worst-case scenarios are discussed in EIS Chapter 5.
- 429 27 **ISSUE:** After a catastrophe, what compensation will be allowed?
- RESPONSE:** Requests for compensation for damage or loss involving an Air Force activity will be evaluated in accordance with Air Force regulations.
- 429 28 **ISSUE:** How much fraud and deception is the Air Force and administration anticipating from each defense contractor associated with the Rail Garrison project?
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 29 **ISSUE:** How much will each defense contractor pay in taxes as a result of their involvement in the Rail Garrison project? How much will they receive in tax rebates and profits?
- RESPONSE:** These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 30 **ISSUE:** How much will the program cost the United States over the next seven years?
- RESPONSE:** *The entire system would cost between \$10 and \$12 billion over the life of the system.*
- 429 31 **ISSUE:** After the Air Force receives the order to launch, how long will it take before the missile is actually launched?
- RESPONSE:** Operational details having no environmental impact are beyond the scope of this EIS.
- 429 32 **ISSUE:** How long will it take the MX-launched missiles on the trains to reach their targets, that is, if they hit their intended targets?
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 33 **ISSUE:** What precautions will the Air Force take to prevent radar jamming devices from interfering with the communication systems between the control centers and the trains?
- RESPONSE:** Operational details having no environmental impact are beyond the scope of this EIS.
- 429 34 **ISSUE:** What extra precautions will be taken to ensure that wildlife such as rodents or weeds, etc. will not cause a malfunction in the operation of the train to prevent it from moving?
- RESPONSE:** None. Peacekeeper trains will undergo regular maintenance and system inspections.

- 429 35 **ISSUE:** What other specific basing modes have been addressed and why were they rejected?
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 429 36 **ISSUE:** Why do we need more missiles?
- RESPONSE:** The purpose and need of the system are described in EIS Section 1.1.
- 429 37 **ISSUE:** Will there be an independent commission appointed to investigate all the National Environmental Policy Act (NEPA) concerns (i.e., in addition to the Air Force study)?
- RESPONSE:** No. This document has been prepared by an independent contractor, Tetra Tech, Inc., in compliance with the Council of Environmental Quality regulations (40 CFR 1500-1508) implementing NEPA.
- 429 38 **ISSUE:** How well protected will the garrison igloos be? How much will it cost to build these igloos underground? What could a tornado do to them?
- RESPONSE:** EIS Section 1.3.5 discusses igloo construction. EIS Section 5.2.3 discusses the effects of a natural catastrophe on the system. At this time, there are no plans to construct the igloos underground.
- 429 39 **ISSUE:** What would be the effect on the ozone layer if 12,000 United States and 11,000 Soviet missiles were to be launched? Would any life on earth exist after such an exchange?
- RESPONSE:** Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 429 40 **ISSUE:** Will there be restricted air space over the garrison? If a commercial or passenger plane went over these areas, would they be shot down?
- RESPONSE:** The garrison will not change any currently imposed air space restrictions at any selected garrison installation. Planes are not shot down if they enter restricted air space.
- 429 41 **ISSUE:** What is the estimated economic impact in terms of jobs on each of the 11 planned sites? What will the Air Force do to accommodate all the extra strain put on each location - education, medical, commercial?
- RESPONSE:** Discussion of socioeconomic impacts such as jobs and public services at each location are described in EIS Sections 4.2.1 to 4.12.1.
- 429 42 **ISSUE:** After a flashflood, what would be the impact of having the trains with their computers soaked? After a flood will the tracks be useable?
- RESPONSE:** Impacts of flooding on the system are discussed in EIS Chapter 5.
- 429 43 **ISSUE:** When will the administration move away from a policy of mutually assured destruction and toward a policy of peace?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 429 44 **ISSUE:** What will be done with nuclear wastes that are produced as a result of the production process of the MX missiles? How much will it cost to clean up sites after the missiles are made? Where will nuclear wastes be disposed of?

RESPONSE: See response to Document 5, Comment 2.

- 430 1 **ISSUE:** Commentor supports the No Action Alternative.

RESPONSE: See response to Document 3, Comment 1.

- 431 1 **ISSUE:** Commentor questions the ability to move the trains from their silos within the delivery time of enemy missiles.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 431 2 **ISSUE:** Commentor questions development and effectiveness of electromagnetic pulse technology and acknowledges that the subject is beyond the scope of this EIS.

RESPONSE: Noted.

- 431 3 **ISSUE:** Commentor states that Blytheville, Arkansas is in the path of the New Madrid Fault.

RESPONSE: See response to Document 7, Comment 6.

- 432 1 **ISSUE:** Commentor supports the No Action Alternative for reasons such as disarmament talks with USSR, the economy has borne the burden of military spending, the Trident II should be able to point out some serious citizen dissent, and the nation's rail system is deficient and poses a safety hazard.

RESPONSE: See response to Document 3, Comment 1.

- 433 1 **ISSUE:** Will this system become obsolete before it is finished?

RESPONSE: See response to Document 33, Comment 61.

- 433 2 **ISSUE:** In the event of an attack, can the trains and Rail Garrison system as a whole respond quickly enough especially if the trains are in the Train Alert Shelters?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 434 1 **ISSUE:** What will be the Final EIS cost?

RESPONSE: The entire EIS process and associated hearings will cost approximately \$9 million.

- 434 2 **ISSUE:** Expand on the Federal Emergency Management Agency evacuation plans covering the consequences of accidents or nuclear war.

RESPONSE: See response to Document 33, Comment 55.

434 3 **ISSUE:** What is the impact of a No Action Alternative?

RESPONSE: See response to Document 37, Comment 15.

435 1 **ISSUE:** Commentor supports the Rail Garrison program at F.E. Warren AFB and Cheyenne, Wyoming. The presentation was well done.

RESPONSE: See response to Document 3, Comment 1.

436 1 **ISSUE:** What is the impact of not building the missile at all?

RESPONSE: The scope of an EIS as defined by law and the Council of Environmental Quality regulations (40 CFR 1500-1508) include the physical environment, safety and socioeconomic issues, which are included in this EIS. Other issues suggested by the comment are beyond the scope of this EIS. Also see response to Document 37, Comment 15.

436 2 **ISSUE:** Are responses to our concerns going to be provided?

RESPONSE: As part of the Environmental Impact Assessment Process, public comments received during the public comment period will be responded to and will be shown in EIS, Volume II.

436 3 **ISSUE:** What is the procedure for submitting additional written comments and questions?

RESPONSE: For questions about the program write to:

Director of Public Affairs
Headquarters
Ballistic Missile Office
Norton AFB, CA 92409-6468
(714) 382-6631

For comments:
Director, Programs and Environmental Division
AFRCE-BMS/DEP
Norton AFB, CA 92409-6448

436 4 **ISSUE:** Why is only one hearing scheduled in Cheyenne?

RESPONSE: See response to Document 34, Comment 11.

436 5 **ISSUE:** Who was chosen to write the EIS and how was the selection process conducted?

RESPONSE: The Air Force has a contract with Tetra Tech, Inc. to help prepare this document. Air Force contracts are awarded through a federally mandated contracting process that is designed to ensure that the federal government meets its requirements for the program in addition to encouraging a competitive selection process. Tetra Tech, Inc. was selected from a number of qualified firms competing in this process. The contractor was selected in 1985 to provide environmental support for new missile programs. Both the Air Force and Tetra Tech, Inc. recognize the benefit of using local expertise. Tetra Tech, Inc. is using local subcontractors in the candidate deployment locations to accomplish

cultural studies and other analyses, thereby benefiting from local knowledge and expertise.

- 436 6 **ISSUE:** Is the hearing being recorded and can anyone record the hearings?
- RESPONSE:** All of the scoping meetings and public hearings were recorded. They could have been recorded by any who wish to do so.
- 436 7 **ISSUE:** An inadequate number of scoping hearings were held among communities along the tracks.
- RESPONSE:** See response to Document 33, Comment 51.
- 436 8 **ISSUE:** Do you intend to fully address citizens' concerns for the environment in the Draft EIS?
- RESPONSE:** See response to Document 436, Comment 2.
- 436 9 **ISSUE:** Do you intend to limit the definition of the words "Environmental Impact?"
- RESPONSE:** Environmental impacts as defined by the National Environmental Policy Act and the Council on Environmental Quality regulations (40 CFR §§ 1500-1508) were used as the basis for this analysis.
- 436 10 **ISSUE:** Do you intend to consider all other basing modes including other methods of deterring aggression?
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 436 11 **ISSUE:** How long can the arms race go on before there is a nuclear incident?
- RESPONSE:** The issue of an arms race is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 12 **ISSUE:** How often will the trains be undeployable due to nearby train wrecks, mechanical failures, blizzards, tornadoes, floods, and earthquakes?
- RESPONSE:** The Peacekeeper trains would only be dispersed during times of national need. The likelihood that such events would make the system undeployable cannot be predicted with any certainty. However, even with such occurrences, the geographical separation of the proposed garrison installations are not likely to make the entire system undeployable. These concerns are addressed in Safety Section 5 of the EIS.
- 436 13 **ISSUE:** How will the Rail Garrison affect the proposed SDI system.
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 14 **ISSUE:** How will deployment in the time of "international tension" affect the Soviet government?
- RESPONSE:** Issues of international relations are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 436 15 **ISSUE:** Why is this basing mode superior?
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 436 16 **ISSUE:** Has the Air Force abandoned the "survivability concept" by placing so many eggs in one basket?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 17 **ISSUE:** What testing has been done on the MX in deployment mode in Wyoming winter conditions?
- RESPONSE:** The testing program is incomplete at this time but will include testing in extreme environmental conditions.
- 436 18 **ISSUE:** Has the MX ever been put on the table in Geneva? What cheaper and more environmentally sound bargaining chips have been explored?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 19 **ISSUE:** How can you propose that the Peacekeeper is a deterrent?
- RESPONSE:** See response to Document 3, Comment 1.
- 436 20 **ISSUE:** Who is the higher authority? Who will authorize firing the missile?
- RESPONSE:** See responses to Document 33, Comments 97 and 99.
- 436 21 **ISSUE:** Why is Rail Garrison so near an earthquake fault in Cheyenne, Wyoming?
- RESPONSE:** See response to Document 429, Comment 23.
- 436 22 **ISSUE:** What additional security measures will be taken to prevent sabotage or acts of terrorists?
- RESPONSE:** See response to Document 6, Comment 2.
- 436 23 **ISSUE:** What is the likelihood of train wrecks and what would be their impact?
- RESPONSE:** Chapter 5 of the EIS analyzes the risk of derailment or collisions.
- 436 24 **ISSUE:** What are the chances of radioactive material escaping in the event of tornado, flood, fire, or earthquake?
- RESPONSE:** The occurrence of these natural disasters and the potential environmental effects on the project have been addressed as a separate issue in Safety under EIS Section 5.2.3.
- 436 25 **ISSUE:** What are the chances of accidental ignition of the propellant fuel?
- RESPONSE:** See Section 5.3 of the EIS.

- 436 26 **ISSUE:** How much will these additional warheads increase the chances of accidents and injuries and radioactive incidents at Rocky Flat, Amarillo, and other production plants?
- RESPONSE:** The production of warheads for the Peacekeeper Rail Garrison missiles is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 27 **ISSUE:** How much will these additional trains increase chances of accidents at the missile assembly plants?
- RESPONSE:** The production of warheads for the Peacekeeper Rail Garrison missiles is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 28 **ISSUE:** What could be the impacts on nearby states of various kinds of accidents?
- RESPONSE:** See response to Document 21, Comment 1.
- 436 29 **ISSUE:** How is the first stage joined to the second stage? Has it been tested in Wyoming blizzard conditions? Who makes this joint?
- RESPONSE:** The stages are joined by mechanical connections. There are no joints within the stages of the Peacekeeper missile. While testing has not been completed, it will include testing in extreme environmental conditions.
- 436 30 **ISSUE:** What is the possibility of accidental launch?
- RESPONSE:** See response to Document 33, Comment 48.
- 436 31 **ISSUE:** How will the warheads be transported and handled? What additional risks will be incurred transporting missiles from Cheyenne, Wyoming to Rail Garrison bases?
- RESPONSE:** The warheads would be transported from F.E. Warren AFB to the selected garrison bases via air transport. Risks incurred in the transport of missiles are addressed in the Safety section (Chapter 5) of the EIS.
- 436 32 **ISSUE:** Is it wise to make Cheyenne, Wyoming or any populated area a target?
- RESPONSE:** Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 33 **ISSUE:** Could the force of a collision derailment, heat from fire and explosions, or bridge collapse cause detonation of either the warhead or propellant?
- RESPONSE:** See EIS Chapter 5.
- 436 34 **ISSUE:** Is a radiation leak possible and have wind and soil contamination and cleanup been studied?
- RESPONSE:** These issues are addressed in EIS Chapter 5.

- 436 35 **ISSUE:** What is the maximum explosion of all trains?
- RESPONSE:** Details regarding the net explosive weight of each component of the Peacekeeper missile can be found in EIS Table 5.1.1-1 (see EIS Section 5.1).
- 436 36 **ISSUE:** How will supplies be delivered from Cheyenne, Wyoming to the other bases?
- RESPONSE:** Through existing supply channels.
- 436 37 **ISSUE:** Will emergency training, notification, and medical care be provided to communities through which the train travels?
- RESPONSE:** See response to Document 33, Comment 55.
- 436 38 **ISSUE:** How will periodic adjustment of the guidance system be handled in transit on a railroad bed?
- RESPONSE:** Operational details of the system which are not related to environmental impacts are beyond the scope of this EIS.
- 436 39 **ISSUE:** How raw will the parts that are to be assembled at the assembly building be? What possible effect would fire, flood, tornado, wind, or an earthquake have on this?
- RESPONSE:** Warheads arrive completely assembled at F.E. Warren AFB, Wyoming. Effects of natural disasters on the final assembly are discussed in EIS Section 5.2.3.
- 436 40 **ISSUE:** Are the assembly building complex and Rail Garrison far enough from Western Hills, Wyoming (high school, junior high, and populated area)?
- RESPONSE:** Air Force explosives safety standards (Air Force Regulation 127-10) are applied to the explosives safety zone boundaries of both the Rail Garrison and Missile Assembly Building (MAB). The F.E. Warren AFB south site option for the Rail Garrison is located in an area less populated than the north site option. The MAB would be located at the same site as shown in EIS Figure 4.2-1 and addressed in EIS Section 4.2. The consequences of the most severe credible mishap involving a Peacekeeper missile or component is addressed in EIS Chapter 5, Safety Considerations.
- 436 41 **ISSUE:** Will existing rail bridges be able to sustain the load of a Peacekeeper train?
- RESPONSE:** The missile launch cars would be heavier than most standard cars used in commercial service, but would be designed for compatibility with the operating parameters (weight and geometry) of the national rail network. Existing rail bridges would therefore be able to sustain the load of the Peacekeeper train.
- 436 42 **ISSUE:** Who dispatches and controls rail traffic?
- RESPONSE:** Railroad company dispatchers monitor and control rail traffic including movement of the Peacekeeper and training trains.

- 436 43 **ISSUE:** How will the Peacekeeper trains interact when they encounter a commercial train? Are the rail yards capable of supporting the Peacekeeper trains?
- RESPONSE:** See response to Document 33, Comment 76.
- 436 44 **ISSUE:** Will the rail tracks be checked for damage by the training trains?
- RESPONSE:** Changes in the operational availability of the track are generally relayed by the trains to the dispatchers who then relay them to other trains which would use the track. If the training trains encounter any problems with the track, information would be relayed to the dispatcher. Also see response to Document 15, Comment 3.
- 436 45 **ISSUE:** Who will be responsible for the integrity of the track and railroad?
- RESPONSE:** See response to Document 15, Comment 3.
- 436 46 **ISSUE:** How fail-safe are the technologies used for this system?
- RESPONSE:** EIS Section 1.4.7 discusses the testing of the Peacekeeper Rail Garrison system.
- 436 47 **ISSUE:** Will the Peacekeeper Rail Garrison program use the guidance system from the MX that has been cited as being faulty?
- RESPONSE:** See response to Document 410, Comment 10.
- 436 48 **ISSUE:** What is the statistical likelihood of a ground-level nuclear detonation in Cheyenne and what are the immediate and long-term effects.
- RESPONSE:** See response to Document 21, Comment 1.
- 436 49 **ISSUE:** What would be the effect of a solid fuel fire?
- RESPONSE:** See EIS Section 5.4.1.
- 436 50 **ISSUE:** What will be the effect of sabotage and the fear of sabotage?
- RESPONSE:** See responses to Document 6, Comment 2 and Document 5, Comment 14.
- 436 51 **ISSUE:** What hazardous materials (other than nuclear and solid fuel) will be present and what will be the greatest effect on Cheyenne, Wyoming.
- RESPONSE:** F.E. Warren AFB has been a Main Operating Base for strategic systems for over 30 years. The safe operation of strategic defense systems is as important today as it has been. No new hazardous materials will be introduced with the Peacekeeper. In addition to diesel fuel, the maintenance of rail cars will generate small amounts of solvents, waste oils and lubricants, hydraulic fluids, and battery acid. All hazardous material will be disposed of according to regulation and they will represent no danger to the residents of Cheyenne.
- 436 52 **ISSUE:** In commentor's opinion, the issues of competence, law, and concern for our welfare are suspect because of rudimentary design flaws and the history of our government and military to deny hazards.

RESPONSE: See response to Document 3, Comment 1.

436 53 **ISSUE:** Could an accidental burn cause a disastrous prairie fire?

RESPONSE: The possibility of a disastrous fire resulting from an accident involving a Peacekeeper train would be the same as that involving a standard train.

436 54 **ISSUE:** Could a launch impair the rails or bed?

RESPONSE: See response to Document 366, Comment 48.

436 55 **ISSUE:** What is the relationship between the Air Force and the railroads? How are interests and schedules going to be coordinated?

RESPONSE: See response to Document 24, Comment 3.

436 56 **ISSUE:** What is the environmental impact of a first strike by the Soviets on the trains in a garrison?

RESPONSE: The environmental impact of a Soviet first strike is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

436 57 **ISSUE:** Will nuclear materials be transported on public highways?

RESPONSE: If direct air transport to garrison facilities is not possible, highway transport in secure convoys would be required.

436 58 **ISSUE:** What are the actual chances of nuclear material being released in vehicle accidents and of vehicles carrying nuclear material being involved in accidents.

RESPONSE: EIS Chapter 5 addresses safety concerns of nuclear material release.

436 59 **ISSUE:** Why is the Air Force returning to a mobile system, when in 1984 during Peacekeeper in Minuteman Silos, they decided that option was safer?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

436 60 **ISSUE:** Disproportionate demands for different human services in Cheyenne, Wyoming should be calculated.

RESPONSE: See response to Document 424, Comment 2.

436 61 **ISSUE:** What psychological effects can be expected in various age groups; in neighborhoods of close proximity?

RESPONSE: See response to Document 5, Comment 14.

436 62 **ISSUE:** How will the view from the Western Hills subdivision in Wyoming be affected?

RESPONSE: The Train Alert Shelters would be located about 4,900 feet from the closest Western Hill subdivision house, and would be hidden by

the rolling terrain in that area. A portion of the Missile Assembly Building (MAB) would reach heights of 140 feet, but it would be located about 8,400 feet (1.6 miles) from the Western Hills subdivision (one key observation point) and 10,600 feet from I-25 (the other key observation point). Without intervening higher land (that would block the view), the MAB could be seen from the back of about ten Western Hills residences and would be seen to rise about 1.3 degrees above the horizon. However, for the most part, intervening topography would preclude views of the MAB from the east base boundary. The light color of the MAB would tend to make it less visible to viewers. Night lighting would be similar to that presently found at the base Weapons Storage Area.

- 436 63 **ISSUE:** How close will the building and rail lines be to existing housing in Cheyenne, Wyoming?

RESPONSE: A partially developed Read Tracts subdivision located on Wrangler, Powell, and Laughlin Roads between Interstate 25 and the eastern base boundary would be about 3,750 feet away from the Train Alert Shelters. Since the main line of the Burlington Northern Railroad is located within the City of Cheyenne, existing housing could be within 100 feet to 200 feet from the existing track. The rail spur for the north site option would be constructed within the boundaries of F.E. Warren AFB. The closest offbase housing to this new track would be an isolated residence 3,800 feet west of the track. The nearest subdivision (on Wrangler and Laughlin Roads) would be the Read Tracts 4,500 feet east of the spur track (see EIS Section 4.2.4.3).

- 436 64 **ISSUE:** Will the historic train depot in Cheyenne, Wyoming be affected?

RESPONSE: The Union Pacific train depot in downtown Cheyenne will not be affected.

- 436 65 **ISSUE:** Will historic buildings at F.E. Warren AFB, Wyoming be affected?

RESPONSE: No historic buildings at F.E. Warren AFB are scheduled for alteration or modification.

- 436 66 **ISSUE:** The impact of living in fear of a nuclear war or accident on children should be addressed.

RESPONSE: The issue of nuclear war is beyond the scope of this EIS. Also see response to Document 5, Comment 14.

- 436 67 **ISSUE:** Programs to prevent personal, family, and social disruptions should be recommended and funded.

RESPONSE: See response to Document 32, Comment 1.

- 436 68 **ISSUE:** Will there be any additional off-limit areas at F.E. Warren AFB, Wyoming? If so, where will they be and how large?

RESPONSE: Off-limit areas are presented on maps in the chapters describing impacts on each candidate base.

- 436 69 **ISSUE:** Will there be any effects on the local media and their access to information?

RESPONSE: There will be no changes in Air Force policy regarding the media and access to information as a result of deployment of the Peacekeeper Rail Garrison system.

- 436 70 **ISSUE:** When the trains are at the garrison or deployed, how will additional security measures impinge on existing human rights? Will individuals be subject to additional scrutiny by intelligence agencies?

RESPONSE: See responses to Document 33, Comments 7 through 16.

- 436 71 **ISSUE:** What corporations will benefit from Rail Garrison and how much?

RESPONSE: The issue of corporate profits is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 436 72 **ISSUE:** How will property values be affected in Western Hills and other neighborhoods in Cheyenne, Wyoming?

RESPONSE: Analysis of this type of activity has found that the additional demand for housing has either encouraged the additional construction of housing, has raised the prices of existing housing, or has been a beneficial impact by taking otherwise unoccupied homes. No adverse effects on property values is expected.

- 436 73 **ISSUE:** How would a treaty reducing strategic weapons affect the Rail Garrison?

RESPONSE: Issues regarding theoretical treaties are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 436 74 **ISSUE:** What will be the completed costs of the project?

RESPONSE: The entire system is expected to cost between \$10 billion and \$12 billion.

- 436 75 **ISSUE:** What will be the annual costs of maintenance and operations?

RESPONSE: Approximately \$200 million (1986 dollars) is currently budgeted for annual maintenance and operations of the system.

- 436 76 **ISSUE:** What will be the costs of the EIS process including the scoping hearings?

RESPONSE: The entire EIS process and associated hearings will cost approximately \$9 million.

- 436 77 **ISSUE:** When will the system become obsolete? Will it be obsolete before it is built?

RESPONSE: See response to Document 33, Comment 61.

- 436 78 **ISSUE:** What will be the social and economic impacts on the Cheyenne, Wyoming area if the President is successful of ridding the world of nuclear weapons.

RESPONSE: Discussion of nuclear strategy is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

436 79 **ISSUE:** What happened to the funds promised in the last EIS for the first 50 MX missiles?

RESPONSE: What funds were "promised" in the Peacekeeper in Minuteman Silos EIS cannot be determined without more information from the commentor. The "first 50 missiles" have been deployed in Minuteman silos. The Air Force has expended considerable sums to mitigate the socioeconomic impacts, for example on schools and other public facilities in the Cheyenne area.

436 80 **ISSUE:** Is there some tactical advantage to siting the system in Wyoming?

RESPONSE: F.E. Warren AFB has been chosen as the Main Operating Base because of the already available resources such as existing technical facilities, manpower, and equipment for the Peacekeeper system.

436 81 **ISSUE:** How many engineers and scientists from the project could be working on other programs to benefit our economy?

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

436 82 **ISSUE:** The Air Force must consider the impact of reduced funding for agriculture, infrastructure, Environmental Protection Agency, and other programs as a result of the funding of this program.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

436 83 **ISSUE:** How many miles of new track will be laid? Where? How many miles will be upgraded? Where? Where will gravel come from?

RESPONSE: New rail spurs to connect the Rail Garrison with existing rail lines will be constructed. Some existing rail lines between the base and the main rail line which are in poor condition would either be upgraded or reconstructed. These are indicated at each base as part of program requirements. No new tracks would be constructed offbase at F.E. Warren AFB, Wyoming for the north site option. New track for the south site option will be land acquired by the Air Force for this purpose. Necessary aggregate will come from adequate local supplies.

436 84 **ISSUE:** Where will the trains go?

RESPONSE: The initial delivery of trains to the garrison and maintenance activities would involve a rail network passing through 24 states, while training and operations movements would utilize rail lines throughout the contiguous United States.

436 85 **ISSUE:** How large will the project be?

RESPONSE: See EIS Section 1.3.

436 86 **ISSUE:** How large will the "off-limits" perimeter be?

RESPONSE: See response to Document 436, Comment 68.

- 436 87 **ISSUE:** Is there need for an ABM system to protect this project? If so, what will those impacts be?
- RESPONSE:** See response to Document 33, Comment 6.
- 436 88 **ISSUE:** How can we get an independent assessment of the guidance system reliability?
- RESPONSE:** There is no current plan for an independent assessment of the system. Such an assessment could be done if directed by the President, Congress, or other competent authority.
- 436 89 **ISSUE:** Why isn't this hearing being conducted by an independent agency?
- RESPONSE:** See response to Document 34, Comment 27.
- 436 90 **ISSUE:** The hearing is premature. The Secretary of Defense has not decided between Rail Garrison and Midgetman systems.
- RESPONSE:** Public hearings on the Draft EIS was held in accordance with the Council on Environmental Quality regulations (40 CFR 1500-1508). Also see Section 1.1 of the EIS.
- 436 91 **ISSUE:** Commentor feels that building of more megatonage than earth can survive is a crime against humanity.
- RESPONSE:** See response to Document 3, Comment 1.
- 436 92 **ISSUE:** Have launch control officers been educated about their duty to disobey unlawful orders under the Nuremburg principles?
- RESPONSE:** The issue of officer education is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 93 **ISSUE:** What will be the environmental impacts if the missiles are fired and exploded as they were designed to do?
- RESPONSE:** The issue of intentional use of the system is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 94 **ISSUE:** Is building even more nuclear weapons an act of terrorism?
- RESPONSE:** No.
- 436 95 **ISSUE:** How expendable is the human race?
- RESPONSE:** The issue of impacts due to nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 96 **ISSUE:** Will building more nuclear arms promote an environment less decent and loving?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 436 97 **ISSUE:** How can we justify these weapons in terms of democratic principles?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

436 98 **ISSUE:** What will be the environmental impact of not deploying the system?

RESPONSE: See response to Document 37, Comment 15.

437 1 **ISSUE:** Wider public participation is needed. This would include more public hearings throughout the nation.

RESPONSE: See response to Document 34, Comment 11.

437 2 **ISSUE:** There was insufficient time for public participation at the public hearings.

RESPONSE: See response to Document 33, Comment 53.

437 3 **ISSUE:** What plans does the Air Force have for dealing with civil disobedience?

RESPONSE: The Peacekeeper Rail Garrison system proposal does not include plans for any change to laws, regulations, or policies with regards to civil disobedience. Also see response to Document 50, Comment 86.

437 4 **ISSUE:** Will martial law be imposed in time of "national need?"

RESPONSE: The Peacekeeper Rail Garrison system proposal does not include plans to impose martial law.

437 5 **ISSUE:** What standards of deadly force will be allowed for security guards in order to protect nonviolent protestors and ordinary citizens who may be misconstrued as interfering with MX operations?

RESPONSE: The Peacekeeper Rail Garrison does not include any plans for change to statute, regulations and policies regarding use of deadly force by security personnel. Also see response to Document 50, Comment 86.

437 6 **ISSUE:** When civil disobedience and other protests occur, how will local communities be trained or supported in dealing with such acts in an appropriate and legal manner? What will be the costs of such training?

RESPONSE: See response to Document 50, Comment 86.

437 7 **ISSUE:** Commentor disturbed by the incorrect instructions by the Air Force in hearings that "wartime effects" and "psychological impact" of Rail Garrison deployment were "beyond the scope" of the hearings.

RESPONSE: The information given at the hearings was correct. Comments on those topics were permitted, but those topics are beyond the scope of this EIS. Also see responses to Document 3, Comment 1 and Document 5, Comment 14.

437 8 **ISSUE:** How will citizens be notified if nuclear war is imminent? How will panic be avoided? And conversely, how will a "garrison mentality" be avoided in which anyone who disapproves of, is afraid of, or takes political action against MX rail-based missiles is seen as subversive or dangerous?

RESPONSE: The Peacekeeper Rail Garrison system proposal does not include any plan to change the way the public is notified of world conditions. That and the other issues raised in the comments are beyond the scope of this EIS. Also see response to Document 33, Comment 55.

- 437 9 **ISSUE:** How will civilian dispatchers and Air Force train operators communicate?

RESPONSE: Peacekeeper trains will communicate with dispatchers by the same means as commercial traffic. See EIS Section 5.1.3 for details.

- 437 10 **ISSUE:** How will the Air Force ensure that its train operators are both adequately trained and experienced engineers since MX rail can pose serious problems in weight, wide loads, and high centers-of-gravity?

RESPONSE: See EIS Section 5.1.2. Also see responses to Document 15, Comment 5 and Document 33, Comment 74.

- 437 11 **ISSUE:** The problem of adequate security for MX rail cars and the prevention of sabotage whether by terrorists, foreign agents, disgruntled employees, or violent protestors in time of "national need" is not adequately considered. What security measures will be taken? What is their cost?

RESPONSE: Security measures have been considered carefully. Details are not reported in the EIS because they would not have a significant impact on the environment. Also see response to Document 33, Comment 7.

- 437 12 **ISSUE:** The Draft EIS acknowledges that monomethylhydrazine (MMH) and nitrogen tetroxide "ignite spontaneously on contact with each other" (pp. 5-35). If these two chemicals do ignite, the Draft EIS acknowledges that the heat "could involve the adjacent solid propellants and cause them to ignite or explode." Why is such an event judged "extremely unlikely?"

RESPONSE: The tanks are designed to withstand forces greater than those imposed by any reasonable accident which may involve the Peacekeeper Missile Launch Car. Although the series of events necessary to cause the liquid propellants to leak are very unlikely, a complete environmental analysis of the environmental and human health effects are described in EIS Section 5.4.

- 437 13 **ISSUE:** What is the qualitative risk that "a propellant fire would not likely last [long enough] to breach the reentry vehicle (RV) and begin aerosolization of plutonium" especially when such a fire would "likely cause the RV to be expelled."

RESPONSE: The method used to calculate the probability of radioactive material release and the consequences of a release is probabilistic risk assessment. It is generally thought to be more rigorous than a scenario analysis approach. It does not, however, produce a "qualitative risk that a propellant fire would likely last long enough to breach the RV and begin aerosolization of plutonium." It does include an estimate, based on historical data and engineering judgment of the likelihood of dispersal of radioactive materials. The results of that analysis are reported in Section 5.3 of the EIS.

- 437 14 **ISSUE:** Why is the possibility of serious secondary fires and toxic spills not sufficiently explored? What are the hazards for local citizens? For firefighters?
- RESPONSE:** The possibilities of those events and the consequences have been revised in Section 5.4 of the EIS.
- 437 15 **ISSUE:** What are the consequences of disbursement of radioactive materials, especially in light of the health, social, and economic consequences of previous disbursements such as the B-52 accident in Rota, Spain where local farmers were seriously impacted and top soil had to be removed and shipped to the United States?
- RESPONSE:** The probability and consequences of dispersal of radioactive materials is adequately discussed in Sections 5.3 and 5.4 of the EIS.
- 437 16 **ISSUE:** A serious defect of the Air Force Draft EIS is that it does not adequately portray the functioning of the MX rail-based system, nor does it sufficiently explore other strategic options including No Action, single warhead missiles, and sea-based alternatives.
- RESPONSE:** The issues of system operational requirements and of other strategic options are beyond the scope of this EIS. Also see response to Document 37, Comment 15.
- 437 17 **ISSUE:** The launching procedures for the MX are not adequately described. Is the civilian rail bed adequate at all places to sustain missile launches? If not, how will it be reinforced and what will be the costs?
- RESPONSE:** The issue of system operational requirements are beyond the scope of the EIS. Also see response to Document 3, Comment 1.
- 437 18 **ISSUE:** If the MX is not to be launched from rail cars, what alternatives, such as permanent silos built along rail lines, are being considered? If such a rail/silo system is chosen, will the Air Force hold additional hearings as required by the National Environmental Policy Act, Council on Environmental Quality, and Department of Defense regulations?
- RESPONSE:** A rail/silo system is not proposed.
- 437 19 **ISSUE:** How will the MX rail system operate in a nuclear war environment since its design is ostensibly for the purpose of responding to an enemy strategic nuclear attack.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 437 20 **ISSUE:** Will the MX missile trains be hardened against electromagnetic pulse resulting from high altitude nuclear bursts?
- RESPONSE:** See response to Document 287, Comment 31.
- 437 21 **ISSUE:** How will central authorities communicate with rail cars and launch offices under attack?
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 1 **ISSUE:** What is the environmental impact of not deploying MX?
- RESPONSE:** If the Peacekeeper Rail Garrison is not deployed, activities at F.E. Warren AFB, Wyoming and the other candidate Air Force installations would continue to support existing and other proposed missions.
- 438 2 **ISSUE:** What are the environmental impacts of alternative deployment methods, such as, but not limited to, the 30-plus basing modes examined over the past 25 years?
- RESPONSE:** The issue of analyzing alternative deployment methods is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 438 3 **ISSUE:** Exact questions as shown in Document 33.
- RESPONSE:** See responses to Document 33, Comments 3 through 22.
- 438 4 **ISSUE:** To protect against sabotage or terrorist attack, will the Air Force be required to fire on anyone who comes near the tracks as the MX railcars pass?
- RESPONSE:** No. See response to Document 33, Comment 7.
- 438 5 **ISSUE:** Will landowners adjacent to the tracks be required to remove trees and other things that might provide cover for attackers?
- RESPONSE:** No. Railways rights-of-way are the responsibility of individual railroad companies. The security provisions for the Peacekeeper Rail Garrison system will not cause disruption of the lives of those living near the garrisons or the rail lines that the system might use.
- 438 6 **ISSUE:** Exact questions as shown in Document 33.
- RESPONSE:** See responses to Document 33, Comments 23 through 30.
- 438 7 **ISSUE:** Exact questions as shown in Document 33.
- RESPONSE:** See responses to Document 33, Comments 51 through 57.
- 438 8 **ISSUE:** In EIS Section 5.4, it states that all light structures within 1,000 feet of the blast would be destroyed. The potential for human casualties is ignored. What is the environmental impact of such a mishap?
- RESPONSE:** The first mention of blast damage to structure is in EIS Section 5.4.1.1. That same paragraph discusses the distances for human fatality and injury. The section has been rearranged and revised for the Final EIS.
- 438 9 **ISSUE:** Draft EIS Page 5-29 states nitrous oxide and hydrochlorine acid gas concentrations up to 66 miles away from the attack would create potentially lethal exposures. What is the true environmental impact of such an event occurring in heavily populated areas?
- RESPONSE:** If there were a release in a heavily populated area, the consequences would be more serious than for a similar event in a sparsely

populated area. The population densities in all areas through which a Peacekeeper train might travel were considered in the risk analysis performed by Sandia National Laboratories and summarized in EIS Section 5.3.1.4.

438 10 **ISSUE:** Exact questions as shown in Document 33.

RESPONSE: See responses to Document 33, Comments 58 through 69.

438 11 **ISSUE:** Exact questions as shown in Document 33.

RESPONSE: See responses to Document 33, Comments 31 through 50.

438 12 **ISSUE:** Exact questions as shown in Document 33.

RESPONSE: See responses to Document 33, Comments 70 through 75.

438 13 **ISSUE:** Considering the high number of derailments caused by substandard track in Arkansas, why does the Draft EIS not include plans for replacing existing rails?

RESPONSE: See response to Document 24, Comment 2.

438 14 **ISSUE:** Exact questions as shown in Document 33.

RESPONSE: See responses to Document 33, Comments 76 through 105.

438 15 **ISSUE:** What endangered species are threatened throughout Arkansas by low-level radiation?

RESPONSE: Since the risk of low-level radiation exposure is negligible, there is no threat to endangered species.

438 16 **ISSUE:** Are there any plans to recreate any lost wetlands in Arkansas?

RESPONSE: The proposed Peacekeeper Rail Garrison program would not affect any wetlands on Little Rock AFB and would affect only 0.1 acre of nonforested wetland on Eaker AFB. Therefore, there are no plans to recreate wetlands. See Section 4.5.6.3, Table 4.5.6-2, Section 4.8.6.3, and Table 4.8.6-2 in the EIS.

438 17 **ISSUE:** Are there any plans to recreate lost endangered species habitat in Arkansas?

RESPONSE: Locating the proposed Peacekeeper Rail Garrison program at either Little Rock or Eaker AFBs would not affect any federally listed species; therefore, there are no plans to recreate any endangered species habitat. See Section 4.5.6.3, Table 4.5.6-1, Section 4.8.6.3, and Table 4.8.6-1 in the EIS.

438 18 **ISSUE:** Will the deployment of MX impact or interact with existing environmental problems on the Air Force bases and along the proposed train routes? What would the interactive environment be?

RESPONSE: Deployment of the Peacekeeper Rail Garrison program on the proposed air bases would have some cumulative effects with existing environmental problems. The extent of these cumulative impacts on base

and along the rail lines would be dependent upon the amount of new disturbance generated by the Peacekeeper Rail Garrison program. Potential cumulative impacts were evaluated for all bases but were only discussed in the EIS when there were known future military programs proposed for the base.

- 438 19 **ISSUE:** Will new warheads be produced for use in the missiles and if so, how will the radioactive waste be dealt with at all stages of the fuel cycle?

RESPONSE: The issue of warhead production and disposing of radioactive waste is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 20 **ISSUE:** How many jobs would be created if \$10 to \$15 billion was spent on education?

RESPONSE: See response to Document 366, Comment 7.

- 438 21 **ISSUE:** How many jobs on the average would be created if the money remained in the civilian economy rather than being taxed for use by the military?

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 438 22 **ISSUE:** The Reagan Administration was known to have had at least four MX basing modes under active consideration prior to selecting the Rail Garrison option in December 1986. Why haven't any of those alternatives been included in the Draft EIS?

RESPONSE: Comparison of other basing modes is beyond the scope of this EIS.

- 438 23 **ISSUE:** The alternative of dismantling the 50 silo-based MX missiles currently deployed should be included. Such an option might make sense as the reductions being pursued in the President's START negotiations.

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 24 **ISSUE:** Descriptions of the Proposed Action fail to specify whether its 50 MX missiles would be the ones currently deployed in silos at F.E. Warren AFB, Wyoming or whether these would be 50 new missiles. If new missiles are involved, why aren't these costs included in EIS Table 4.1-2 (Rail Garrison Expenditures)? If missiles are to be taken from silos, why isn't the impact of this included when discussing F.E. Warren AFB (including the silo operation jobs lost)?

RESPONSE: See response to Document 390, Comment 1.

- 438 25 **ISSUE:** Under purpose and need, the Air Force implies that the Proposed Action will enhance deterrence. According to the Congressional Budget Office (November 1987), after a surprise attack, 3,700 nuclear weapons would endure while 8,200 nuclear weapons would remain if there was sufficient warning. Doesn't this constitute sufficient military strength?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 26 **ISSUE:** The trains will have "appropriately armed" security personnel. What dangers might this pose to civilians living or traveling near the tracks who might be misidentified as a threat to the train? Will the security personnel on training trains be authorized to use force (or make arrests) if protestors are encountered? Will the trains be authorized to run over protestors?

RESPONSE: See responses to Document 33, Comment 8 and Document 366, Comment 19.

- 438 27 **ISSUE:** Each base is to have a 400-foot-long attached shelter which would house supplemental railcars. What is the purpose of these cars? Is the purchase price included in the overall costs? How many cars will fit inside the shelter?

RESPONSE: The supplemental cars would help the train look more like commercial trains. The design of the cars is not final, but a cost estimate was included in the analysis. How many will fit into the shelter will depend on the final design, but would be approximately six cars to eight cars.

- 438 28 **ISSUE:** Considering what has happened in the past, why should citizens believe the MX Rail Garrison testing and manufacturing will be conducted any better?

RESPONSE: Issues of system development are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 29 **ISSUE:** It seems that while the MX trains might be completely tested before they are deployed, the missiles they carry will not.

RESPONSE: The Peacekeeper missile has been successfully flight tested 17 out of 17 times. The Air Force has every confidence in the system.

- 438 30 **ISSUE:** If the enemy must use more weapons to destroy the MX trains, isn't this just another way of saying that towns and cities along the MX train route could expect to become targets in a nuclear war?

RESPONSE: Issues involving enemy targeting strategy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 438 31 **ISSUE:** If civilian dispatchers know the precise location of MX trains, why couldn't enemy intelligence gain access to this information, thereby defeating the whole purpose of the basing mode?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 438 32 **ISSUE:** Isn't it likely that MX trains will be granted special rights-of-way privileges or other extraordinary powers that would increase the possibility of collision and other accidents?

RESPONSE: No. Priorities will be preestablished with the rail industry. The Peacekeeper and training trains will follow standard railroad industry operating rules and commercial practices and would not purposely cause disruption to other rail or road traffic.

- 438 33 **ISSUE:** Will measures such as security clearance, random drug testing, and medical and psychological measuring be imposed on the civil dispatchers?

RESPONSE: The Air Force does not have the authority to impose those measures.

- 438 34 **ISSUE:** In a crisis which would trigger deployment of the MX train, what measures would be taken to compel the civilian dispatcher to show up for work rather than stay at home with their families?

RESPONSE: Operational details involving no environmental impacts are beyond the scope of this EIS.

- 438 35 **ISSUE:** EIS Table 4.1.1-1 includes statistics representing the Air Force's claims for the national impact on employment (direct, indirect, and induced) of Rail Garrison expenditures. The employment projections amount to a claim over 52,000 jobs (man-years) per billion dollars spent. Such a claim is completely outside the range of all reputable studies on this kind of spending (too high by at least 50-100%). What indicators and assumptions were used to generate these employment figures?

RESPONSE: National economic impacts have been updated in Section 1.1.1 of the EIS. EIS Section 1.3.1 discusses methods for assessing national economic impacts.

- 438 36 **ISSUE:** An indication that the employment estimates in EIS Table 4.1.1-1 are in error is the lack of fluctuation in the jobs per billion ratio (obtained by dividing the employment number by the actual dollars spent). The table indicates that in Fiscal Year 1989, nearly all the money from the program will go towards research and development, while by Fiscal Year 1992, nearly all Rail Garrison money will go towards operations. These very different types of spending would not generate similar jobs per billion ratios in a well-done economic analysis. Again, what indicators and assumptions were used to generate these employment figures?

RESPONSE: See response to Document 438, Comment 35.

- 438 37 **ISSUE:** The Draft EIS forecasts that jobs created by the program would go "from nearly 40,000 in FY 1989 to nearly 148,000 in FY 1991, and then decline sharply to 13,000 by FY 1993 and just under 12,000 in FY 1994 and beyond." This indicates that the Rail Garrison program would have an extreme "boom-bust" effect on the economy. While the employment figures are highly suspect, this basic boom-bust pattern is likely to be correct. Will such short-term jobs really have any net positive effect on local communities, or the nation as a whole?

RESPONSE: See response to Document 270, Comment 11.

- 439 1 **ISSUE:** Concerned about the routes to be used by the missile train in populated areas because of the potential hazards and dangers.

RESPONSE: See response to Document 37, Comment 7.

- 440 1 **ISSUE:** Frequent reports of train wrecks show that rail transportation is not safe enough to consider putting Peacekeeper missiles on trains.

RESPONSE: See response to Document 6, Comment 1.

- 441 1 **ISSUE:** Commentor supports the Rail Garrison program at Grand Forks, AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 442 1 **ISSUE:** The program at Minot AFB, North Dakota will generate enough revenue to cover any additional financial outlays.

RESPONSE: Noted.

- 442 2 **ISSUE:** Minot, North Dakota has the housing available now and in 1990 when the program begins.

RESPONSE: Noted.

- 442 3 **ISSUE:** The project located adjacent to the northwestern end of Minot AFB, North Dakota will not require the dislocation of a single inhabited dwelling.

RESPONSE: Noted.

- 443 1 **ISSUE:** The Final EIS should consider the psychological consequences of deploying the MX Rail Garrison program.

RESPONSE: See response to Document 5, Comment 14.

- 444 1 **ISSUE:** If the Region of Influence for employment and income includes two counties in Wyoming and two counties in Colorado, why weren't more hearings held?

RESPONSE: See response to Document 34, Comment 11.

- 444 2 **ISSUE:** Safety concerns, Wyoming weather, human error, and/or sabotage have been addressed inadequately. The Challenger and Chernobyl are examples of disasters that shouldn't have happened.

RESPONSE: It is obvious from the very nature of the Shuttle rocket motor and the design and procedures of the Chernobyl plant that those operations were many times more hazardous than the Peacekeeper Rail Garrison system. The safety analysis for this program was done by Sandia National Laboratories, a leader in transportation safety analysis, especially nuclear materials transport. The estimates in Chapter 5 are reasonable.

- 444 3 **ISSUE:** No provisions have been made for human services including the mental health of school age children who now list the fear of nuclear destruction as their number one concern.

RESPONSE: See response to Document 5, Comment 14.

444 4 **ISSUE:** Concerns are magnified on a national level, where the public has to pay for further research and documentation of a project they, through Congress, have already rejected.

RESPONSE: Noted.

444 5 **ISSUE:** Commentor supports the No Action Alternative.

RESPONSE: See response to Document 3, Comment 1.

445 1 **ISSUE:** Commentor disagrees with EIS Figure 2.2-1 that there would be no short-term effects on utilities, air quality and noise. States that there might be long-term noise impacts if engines are run continuously.

RESPONSE: There would be some short-term impacts on utilities but they are considered negligible. Blank boxes in EIS Figure 2.2-1 do not mean "no impacts." The EIS has been revised to show short-term air quality impacts at base property lines. These are greater than the impacts reported in the Draft EIS. Short-term noise impacts related to construction activities will be negligible because of large distances from construction areas to sensitive receptors. Locomotives will not be run continuously. They will be run occasionally for maintenance purposes; therefore, long-term impacts from locomotive noise will be negligible.

445 2 **ISSUE:** The Draft EIS in Chapter 2, Pages 2-1 through 2-10, assume that the only impact would be on the City of Cheyenne, Wyoming and ignores the impact on rural areas.

RESPONSE: Analysis summarized in Chapter 2 were for those communities and areas proposed to receive significant impacts. Impacts of lesser extent and/or indirect to various resources and locations within the study areas are covered in Chapter 4 of the EIS.

445 3 **ISSUE:** If deployment at F.E. Warren AFB, Wyoming is approved by Congress, will there be another round of hearings?

RESPONSE: No.

445 4 **ISSUE:** Mention is made of other classified options for F.E. Warren AFB, Wyoming. How will the public concern about impacts be ascertained?

RESPONSE: See response to Document 50, Comment 3.

445 5 **ISSUE:** The number of train trips on Draft EIS Page 2-2 compared to trips on a national network does not apply to individual bases. There needs to be a comparison of local traffic to missile traffic.

RESPONSE: The Peacekeeper and training trains could travel on any of the rail routes of the national rail network. Deployment and maintenance activities of the program would involve a rail network passing through 24 states, while training and operations could utilize rail lines throughout the country. Potential rail impacts are therefore evaluated on a national basis (see EIS Section 4.1).

445 6 **ISSUE:** The EIS should have an analysis of the likelihood of accidents and sabotage. The plan for securing an area in the event of an accident or breakdown was also not addressed.

RESPONSE: See responses to Document 6, Comments 1 and 2.

- 445 7 **ISSUE:** After reading EIS Section 5, commentor felt the dangers of this weapon system were being underestimated. Further, the assumption that local authorities would be able to handle any accident are grossly underestimated. There is no oversight agency in Wyoming (or possibly no communication) to protect the citizens in the event of a potentially dangerous situation.

RESPONSE: Noted.

- 445 8 **ISSUE:** The map on Draft EIS Page S-5 shows the Missile Assembly Building (MAB) between two public water aquifers into Cheyenne, Wyoming. Why is there not a danger to local water supply through explosion or chemical leak?

RESPONSE: Roundtop Reservoir is located just west of F.E. Warren AFB. It is situated outside the explosive safety zone of the Peacekeeper Rail Garrison program and would not be affected by an accident. The two aqueducts indicated on EIS Figure S-5 are actually buried pipelines. These would not be subject to contamination due to a leak or spill. The pipeline lies 1,100 feet south and 650 feet north of the MAB site. They are buried at least three feet to four feet deep and are located outside the required safety distance for buried utility lines (176 ft).

- 446 1 **ISSUE:** Commentor feels there are other less costly alternatives with a less destabilizing threat-which can lead to greater national security.

RESPONSE: Issues of budgetary priorities are outside the scope of this EIS. Also see response to Document 32, Comment 1.

- 447 1 **ISSUE:** Commentor opposed to deploying MX Rail Garrison or any mode in Montana because Montana already has enough war weapons and power; Montana is already a number one target. With more missiles, it will only make that fact more true.

RESPONSE: See response to Document 3, Comment 1.

- 447 2 **ISSUE:** The project in Montana would create few jobs and would become a "boom and bust" leaving no money and unemployment.

RESPONSE: See response to Document 270, Comment 11.

- 447 3 **ISSUE:** Having more military growth in Montana will not appeal to tourists.

RESPONSE: See response to Document 3, Comment 1.

- 447 4 **ISSUE:** The money spent on where to put the missiles could be better spent to help the sick and the poor.

RESPONSE: See response to Document 3, Comment 1.

- 448 1 **ISSUE:** Commentor supports the Rail Garrison program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 449 1 **ISSUE:** Commentor urges that No Action Alternative be taken at Whiteman AFB, Missouri.

RESPONSE: See response to Document 3, Comment 1.

- 449 2 **ISSUE:** How does the Air Force plan to remove all birds from Whiteman AFB, Missouri to reduce bird air strike hazards?

RESPONSE: The Air Force has no plans to remove all birds from Whiteman AFB. However, to reduce the potential for collisions between greater prairie chickens and aircraft, Whiteman AFB removed all prairie chickens from the base in early 1988 according to procedures established by the Missouri Department of Conservation.

- 449 3 **ISSUE:** Commentor states that the proposed construction of the project at Whiteman AFB, Missouri includes placement of culverts, diversions, and destruction of three springheads in undisturbed wetlands. States it is totally impractical to build on a floodplain.

RESPONSE: The Peacekeeper Rail Garrison program will involve channeling a small, intermittent stream around the perimeter or underneath the garrison site. A biological survey of the garrison site revealed no springs. The commentor may be referring to an existing base project to channelize Long Branch Creek.

- 450 1 **ISSUE:** The Final EIS must discuss in detail the impact on the Rail Garrison housing and to the rail track if an earthquake registering 6.5 to 8.5 on the Richter Scale occurs at Little Rock AFB, Arkansas.

RESPONSE: See response to Document 50, Comment 62.

- 450 2 **ISSUE:** The Final EIS should describe air and water pollution which might result from sabotage, especially the impact on the water supply for the City of Jacksonville, Arkansas.

RESPONSE: The possibility of a significant hazardous material release at any site is extremely low. However, the environmental impact of hazardous material releases, whether from an accident or sabotage, are described in Section 5.4 of the EIS. That generalized description can be overlaid on the Jacksonville area or any other site to assess the impacts on that particular area.

- 451 1 **ISSUE:** Commentor opposed to the system for reasons such as religious beliefs, against nuclear, conventional, biological, chemical, incendiary, economical, and psychological war toys and the destruction if used.

RESPONSE: See response to Document 3, Comment 1.

- 452 1 **ISSUE:** The Draft EIS does not adequately address the increased security provisions for Peacekeeper Rail Garrison and the disruption of lives of local residents they will cause.

RESPONSE: See responses to Document 33, Comments 7 and 13.

- 452 2 **ISSUE:** Will there be an increase in commuter traffic at the north gate of F.E. Warren AFB, Wyoming?
- RESPONSE:** The north gate is only used for the movement of the stage transporter, transportation of horses to and from the stables occasionally, and for morning and evening commuting. This could also be used for moving Peacekeeper materials and equipment. However, the increase would be minimal.
- 452 3 **ISSUE:** Will there be an increase in secured transporting of missiles, missile parts, and military goods at the north gate of F.E. Warren AFB, Wyoming.
- RESPONSE:** The north gate could also be used for moving Peacekeeper parts and equipment. The increase is expected to be minimal. EIS Section 4.2.3.3 states that other gates (not only the north gate) could be used for the program.
- 452 4 **ISSUE:** Consideration needs to be given to the potential for traffic conflicts at the north gate of F.E. Warren, AFB, Wyoming, particularly because of the limited access to Western Hills from the rest of the city.
- RESPONSE:** The north gate is presently available to vehicular traffic as an access route to the base because of the construction activity near the south gate. Once the south gate is opened, traffic along the north gate would be reduced.
- 452 5 **ISSUE:** Would interruptions to vehicular flow along public roads because of railroad crossings at the south site be reduced if the Missile Assembly Building (MAB) and/or other Rail Garrison facilities were located on the south site in closer proximity to the train shelters?
- RESPONSE:** Yes, however, construction of the MAB and/or other facilities on the south site would require greater land area and increase the cost of the program.
- 452 6 **ISSUE:** What will the at-grade crossing impacts be if the north site of F.E. Warren AFB, Wyoming is chosen?
- RESPONSE:** Because the rail spur for the Peacekeeper Rail Garrison program would connect to existing lines onbase, interruptions to vehicular traffic would occur along existing at-grade crossings onbase. As stated in the EIS, the trains would only move out of the garrison when necessary, and interruptions to vehicular traffic at at-grade rail crossings would be minimal. Also see response to Document 50, Comment 73.
- 452 7 **ISSUE:** The transportation impacts for both alternatives at F.E. Warren AFB, Wyoming should be identified and a comparison should be made.
- RESPONSE:** Transportation impacts for both alternatives at F.E. Warren AFB are discussed in EIS Section 4.2.3.3.
- 452 8 **ISSUE:** The Draft EIS does not address future plans for lands north and west of F.E. Warren AFB, Wyoming. How will the proposed restrictive easement affect these plans?

RESPONSE: About 160 acres of the school property (located north of the base) would lie within the inhabited building restrictive easement. This land would be treated no differently than private land within the easement. Current uses (grazing and an uninhabited building) could continue without restriction. Air Force Regulation 127-100 would preclude from the restrictive easement any future structure designed for human occupation (on a permanent basis), gathering places for outdoor recreation (such as athletic fields or stadiums), overhead powerlines of 69 KV or more, and nonmilitary runways.

- 452 9 **ISSUE:** What is the likelihood that explosive safety zones at F.E. Warren AFB, Wyoming will be expanded after the Final EIS is completed? How much extra distance, for the two sites under construction, is available should the zones have to be expanded?

RESPONSE: No easement expansion is anticipated. If such expansion were contemplated, it could be moved about 1,700 feet west, 300 feet east, and 1,000 feet northeast before the easement would encroach on an inhabited building.

- 452 10 **ISSUE:** If the Missile Assembly Building (MAB) will be considerably taller than other base buildings and if it will be visible from area residences, mitigation measures should be addressed in the Final EIS. Lighting and visual impacts during dark hours should also be addressed.

RESPONSE: The text of the EIS has been amended to briefly discuss this concern. The MAB would reach heights of approximately 140 feet, but it would be located about 8,400 feet (1.6 miles) from the Western Hills subdivision (one key observation point, and 10,600 feet from I-25 the other key observation point). Without intervening higher land (that would block the view), the MAB could be seen from the back of about ten Western Hills residences. However, for the most part, intervening topography would preclude views of the MAB from the east base boundary. The light color of the MAB would tend to make it less visible to viewers. Night lighting would be similar to that presently found at the base Weapons Storage Area.

- 452 11 **ISSUE:** There are several locations in the northern portion of Cheyenne, Wyoming that are prone to flooding during heavy stormwater runoff situations. How will these be affected by the project? The stormwater runoff impacts for each of the two alternative sites should be identified and a comparison should be made.

RESPONSE: Areas along Dry Creek in northern Cheyenne are prone to flooding. The proposed north garrison site is located in the drainage immediately north of Dry Creek and would therefore not affect the current flood problems along Dry Creek. The stormwater runoff analysis of a 2-year storm event indicates that runoff from the north site would boost peak runoff by about 15 cfs, at Interstate 25. The south garrison site would not increase existing peak flows in Clear Creek. Other program components consist of isolated buildings which would have a very small effect on stormwater flows in adjacent, natural channels.

- 452 12 **ISSUE:** What provisions will be made to assure watering for fugitive dust?

RESPONSE: Dust control measures will be required and specified in the construction contracts.

- 452 13 **ISSUE:** Will the Cheyenne, Wyoming area's customary northwest winds focus the dust in some areas and reduce it in others?

RESPONSE: The prevailing wind direction at F.E. Warren AFB is west to west-northwest. The wind blows about one-third of the time from these directions. Average wind speed from these directions is about 14 mph. Because of these relatively high wind speeds, the dust will be well dispersed as it moves downwind. By the time it reaches the residential areas east of the base (approximately 5,000 feet from the Train Alert Shelter construction area), the dust would be well dispersed and below ambient air quality standards. Although the transport of dust in an easterly direction will occur one-third of the time, the reduced dust concentrations will have little impact on downwind receptors.

- 452 14 **ISSUE:** Fugitive dust impacts for both alternative sites at F.E. Warren AFB, Wyoming should be identified and a comparison should be made.

RESPONSE: The fugitive dust impacts at both the north and south sites will be low. The nearest residential areas are about 5,000 feet from the Train Alert Shelter at either site.

- 452 15 **ISSUE:** The noises associated with the operation of a railroad yard should be addressed, such as the rearrangement of cars and other movements made in the yard. How frequent will such noises occur? Where and at what level will these noises be heard if the north site or south site is selected?

RESPONSE: The operation of the Peacekeeper trains will be minimal and will be confined to the base. They will be parked in Train Alert Shelters on the base. The trains are kept assembled and ready to move on short notice. Thus, a conventional railroad yard is not required for the Proposed Action and typical railroad yard noise would be minimal or nonexistent at either site.

- 452 16 **ISSUE:** The Air Force needs to address how the deployment of Small ICBMs might affect the advantages of one Cheyenne, Wyoming site over the other.

RESPONSE: The Air Force has considered the advantages of collocating Small ICBMs at the Rail Garrison locations under consideration. There are advantages in siting these systems on the south F.E. Warren AFB alternative; however, the advantages of siting on north F.E. Warren AFB far outweighed the south alternative.

- 452 17 **ISSUE:** Will the Air Force know whether Small ICBMs are to be deployed at F.E. Warren AFB, Wyoming before the site selection for the Rail Garrison is made?

RESPONSE: The Rail Garrison basing decision for deploying Peacekeeper missiles directs that F.E. Warren AFB will be the system's Main Operating Base. The Minuteman silo basing decision for deploying the Small ICBM on Hardened Mobile Launchers at Malmstrom AFB, Montana is only indirectly tied to the Rail Garrison basing requirements at F.E. Warren AFB. The decision to collocate the Small ICBM basing option with Rail Garrison facilities at F.E. Warren AFB is only an indirect issue to the Peacekeeper basing decision under consideration.

452 18 **ISSUE:** The consequences of solid propellant explosion and radioactive materials release should be analyzed and compared for the alternative garrison sites at F.E. Warren AFB, Wyoming.

RESPONSE: The analyses done of the hazardous material spread in the event of an accident were not done on a site-specific basis. The meteorological conditions, for example, used to estimate the consequences were those which gave the worst-case results. The prevailing winds in the Cheyenne area are much stronger than the winds used in the example. The result would be that in Cheyenne, dispersal would be faster and the impact would be less than in the generalized scenarios in the EIS.

452 19 **ISSUE:** The possibilities of intentional and accidental damage to railroad tracks should be addressed.

RESPONSE: See response to Document 15, Comment 3.

452 20 **ISSUE:** Consideration should be given to routing missiles (for maintenance, training, or in times of national need) over tracks located as far as possible from inhabited areas.

RESPONSE: Noted.

452 21 **ISSUE:** There is no demonstration that large reserve funding levels in Cheyenne, Wyoming the County, and School District Number One are actually available. Rail Garrison impacts should be mitigated by the Air Force not through local government budgets.

RESPONSE: EIS Sections 4.2.1.3 and 4.2.1.4 have been revised to reflect updated information on the availability of reserve funding levels.

452 22 **ISSUE:** How does the Air Force propose to avoid overbuilding in Wyoming so that vacancy rates do not soar once construction is completed?

RESPONSE: The Air Force will provide information on program housing requirements to the private housing industry so that an appropriate response to increased demands can be made.

452 23 **ISSUE:** Demands for rental units in the Cheyenne, Wyoming area are not completely assessed. Demand should be tied to location and affordability. Are units available in locations and at costs commensurate with demand?

RESPONSE: Discussions with real estate market representatives and local officials indicate a sufficient supply of rental units is available to meet program-related demands without any adverse market impacts.

452 24 **ISSUE:** While the program-related increase in demand for solid waste disposal in Cheyenne, Wyoming may be small, the Air Force has a responsibility to assure that adequate solid waste facilities are available to manage project impacts. Cheyenne's ability to locate, permit, and develop a new landfill by the 1992 deadline should also be assessed.

RESPONSE: Program-related solid waste will be collected by a private contractor and transported to the existing landfill or to the waste disposal

facility developed by the city to replace the landfill. To the extent feasible, the Air Force will cooperate with other agencies in developing this facility.

- 452 25 **ISSUE:** What systems are proposed to monitor impacts, coordinate mitigation with local governmental bodies, address unforeseen problems, and assure that expected impacts are not significantly greater than expected?

RESPONSE: A monitoring program designed to track key project and community indicators will be implemented, as necessary, to assure the identification and mitigation of unforeseen impacts.

- 453 1 **ISSUE:** The general public was given insufficient time to prepare for the Draft EIS hearings. The Draft EIS was not received by private citizens until approximately three weeks before the scheduled hearing, although government agencies reportedly had the document weeks ahead of that time.

RESPONSE: See response to Document 50, Comment 1.

- 453 2 **ISSUE:** A Draft EIS hearing should be held in Laramie, Wyoming. It is unfair to expect people in Laramie to drive 45 miles to attend a hearing. We would be directly impacted by the movement of trains on the rails of Wyoming as well as by any accidents associated with the MX program, and our community deserves to have a hearing scheduled to allow concerned residents to ask questions and voice their concerns.

RESPONSE: See response to Document 34, Comment 11.

- 453 3 **ISSUE:** The No Action Alternative needs to be more thoroughly addressed in the Final EIS. Specifically, the impacts of using MX Rail Garrison funds elsewhere in our society should be considered. The United States is a debtor nation, and the Final EIS should look at whether our national security environment would be better enhanced by using these funds to reduce the national debt -- or to feed the hungry, house the homeless, eradicate illiteracy, and provide health care to our people.

RESPONSE: The issue of budgetary priorities is beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 453 4 **ISSUE:** I would like to see the accident issue considered in greater depth, using real rail accidents as possible scenarios and determining whether or not such disasters could be avoided in the MX program and what would happen if they were not. The recent heat buckling of rails is one type of incident that comes to mind. How can the Air Force assure that maintenance of hundreds of thousands of miles of track can be adequate? What about the human error factor that could result in an accidental launch: how can the public be sure that personnel are trained to eliminate such risks, when we have too many tragic accidents demonstrating otherwise?

RESPONSE: The safety analysis done by Sandia National Laboratories for this system considered all types of accidents reported to the Federal Railway Administration and the probability of such accidents. The plans for the Peacekeeper Rail Garrison system include many precautions for avoiding accidents, including monitoring track conditions and eliminating human error. Also see response to Document 15, Comment 3.

- 453 5 **ISSUE:** The Final EIS should address the wartime effects of the system.
- RESPONSE:** Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 453 6 **ISSUE:** National need should be more clearly defined.
- RESPONSE:** See response to Document 33, Comment 98.
- 453 7 **ISSUE:** If an explosive safety zone is needed at the siting facilities, wouldn't similar areas be required on each side of all railroad tracks proposed for the system?
- RESPONSE:** See response to Document 50, Comment 28.
- 453 8 **ISSUE:** Commentor disputes that socioeconomic impacts at F.E. Warren AFB, Wyoming are low and not significant. Spending \$10-15 million on nuclear warheads when people go hungry and without shelter is a serious social and economic concern.
- RESPONSE:** See response to Document 366, Comment 7.
- 453 9 **ISSUE:** Mitigation measures and options should have been determined prior to issuing the Draft EIS and addressed therein for public comment.
- RESPONSE:** Mitigation measures have been addressed for all resources if significant impacts have been identified. In general, the Air Force, through its construction agent, the U.S. Army Corps of Engineers (COE), will implement those mitigation measures directly under the control of the COE. Measures more appropriately developed and implemented by other institutions will be supported to the extent possible.
- 453 10 **ISSUE:** The Air Force always states that MX hearings are not a forum for persons to state their views on arms control. However, the Air Force never says that the hearings are not a forum for people to praise the military. The entire EIS process needs to be more sensitive to the views of all and not a rubber-stamp process for the escalation of the nuclear arms race.
- RESPONSE:** Noted.
- 454 1 **ISSUE:** Commentor concerned about putting the State of Arkansas at a strategic target point.
- RESPONSE:** See response to Document 3, Comment 1.
- 454 2 **ISSUE:** What would happen to the ecological balance and how many people would be affected if a train with a missile derailed over the river in the state?
- RESPONSE:** With regard to the potential for stream contamination, perhaps the worst spill incident would involve diesel fuel from a locomotive reaching a stream. This is due to the large volume of material potentially involved (up to 13,000 gallons) and the mobility of the liquid, which enable it to reach a stream and be rapidly transported away from the spill site. In a flowing stream, diesel fuel could be carried many miles

downstream from a spill. Although the fuel is not readily soluble in water, it is toxic to aquatic animals at low concentrations and could be expected to kill most organisms downstream from the spill, particularly in a small, shallow stream. After spill cleanup efforts were completed, toxic concentrations of fuel would be quickly flushed away in such an environment. Repopulation of aquatic organisms of the affected stream stretch would likely occur within a year or two following the spill for most species.

454 3 **ISSUE:** Who defines peacetime?

RESPONSE: Under U.S. Constitution, Section 8, Clause 11, Congress has the authority to declare war. Congress and the President exert the war power of the nation and the President has the authority to use the military and Naval forces to repel an attack. Peacetime is the absence of either a declaration of war by Congress or a Presidential determination of a need to repel an attack by a foreign power.

454 4 **ISSUE:** Who deems it necessary to start the MX on the rails?

RESPONSE: A higher authority which can be defined as the President and Secretary of Defense and their duly designated alternates or successors.

454 5 **ISSUE:** How many practice runs must it make?

RESPONSE: Two training trains without any warheads or missile propellants would travel to the garrison installations every quarter to conduct dispersal training exercises.

454 6 **ISSUE:** In lieu of the INF treaty, why are we doing this?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

454 7 **ISSUE:** What will be done to protect the people during the four to six hours time period at deployment.

RESPONSE: No additional actions are needed to protect the United States population during dispersal of the trains in times of national need.

455 1 **ISSUE:** Can the existing railroad lines safely accommodate the MX cars?

RESPONSE: Yes. Also see response to Document 118, Comment 1.

455 2 **ISSUE:** Will the railroad lines be well maintained to assure no accidents will occur?

RESPONSE: See response to Document 15, Comment 3.

455 3 **ISSUE:** Will the citizens in the area that the MX passes through be affected, bothered, disrupted, or their privacy jeopardized?

RESPONSE: Transit of the Peacekeeper train will have no more impact than a commercial freight train.

456 1 **ISSUE:** Existing pollution at 18 onbase sites at Little Rock AFB, Arkansas are already too high, which should make the base an unlikely candidate for the project.

RESPONSE: Existing contaminated sites at the base are being evaluated by a different contractor so that cleanup activities can be completed. This program recognizes these sites and will avoid any conflict with future cleanup activities.

- 457 1 **ISSUE:** Commentor opposed to Peacekeeper Rail Garrison for reasons such as it is antithetical to national defense, threatens weaker nations, and the full scope of historical and environmental effects are inadequate.

RESPONSE: Noted.

- 458 1 **ISSUE:** It seems quite clear that the trains will be easily identifiable and are an open invitation to sabotage.

RESPONSE: See response to Document 6, Comment 2.

- 458 2 **ISSUE:** The size and weight of the train will make accidents much more likely.

RESPONSE: See response to Document 33, Comment 74.

- 459 1 **ISSUE:** The trains will be bigger so that they can't be hidden; the greater weight of the train will make accidents very probable and sabotage would be easier.

RESPONSE: See response to Document 6, Comment 2.

- 460 1 **ISSUE:** Has the Air Force thought about the amount of rail disasters in the past few years?

RESPONSE: See response to Document 453, Comment 4.

- 461 1 **ISSUE:** The new stress and weight will be detrimental to the safety of the track.

RESPONSE: See response to Document 33, Comment 74.

- 461 2 **ISSUE:** Commentor concerned about accidents caused by human error.

RESPONSE: Noted.

- 461 3 **ISSUE:** Commentor opposed to MX because of probable increased terrorism, the MX will be a prime target, and because of security problem.

RESPONSE: See response to Document 3, Comment 1.

- 462 1 **ISSUE:** The making and waging of war whether it's called a police action, undercover, or for reasons of national or global security will be damaging to the environment. There should be no place for nuclear weapons.

RESPONSE: See response to Document 3, Comment 1.

463 1 **ISSUE:** The Peacekeeper Rail Garrison program is not environmentally sound and system vulnerability is underestimated with warhead and propellant fuel posing enormous dangers.

RESPONSE: See response to Document 3, Comment 1.

464 1 **ISSUE:** Commentor is in support of deployment at Little Rock AFB, Arkansas because of the positive economic impact which the project will have in the area.

RESPONSE: Noted.

465 1 **ISSUE:** Commentor critical of civic leaders ability to speak at the public hearing and the commentor not able to speak. Also submitted newspaper article with his comment on the article.

RESPONSE: See response to Document 33, Comment 53.

466 1 **ISSUE:** Commentor is in support of this deployment and is supporting and serving any Air Force program and personnel.

RESPONSE: See response to Document 3, Comment 1.

467 1 **ISSUE:** Disturbance to Allen Lake, Michigan should not be permitted since mitigation procedures cannot compensate for the loss.

RESPONSE: Allen Lake will not be physically disturbed by the program; however, it will receive some sediment generated by construction of a rail spur embankment 0.2 mile north. This situation will last for only a year or two until revegetation is complete.

467 2 **ISSUE:** Because of disturbance to Allen Lake and nearby water resources in Michigan, a second rail connector is impractical and environmentally dangerous.

RESPONSE: See response to Document 467, Comment 1.

467 3 **ISSUE:** The existing groundwater contamination problems in Michigan should be corrected before any new program is considered.

RESPONSE: By the end of 1989, three separate groundwater purge wells and air stripping systems will have been installed at Wurtsmith AFB to control the movement of and to decontaminate polluted plumes of groundwater underlying the base. To date, groundwater cleanup measures at the base have exceeded \$8.0 million. The Peacekeeper Rail Garrison program will be operated to avoid the creation of new groundwater problems at the base.

467 4 **ISSUE:** Where will the missiles strike?

RESPONSE: Issues regarding intentional use of the system are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

467 5 **ISSUE:** The recent INF Treaty indicates that a reduction has been made so there is no apparent need for the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 468 1 **ISSUE:** Commentor supports Little Rock AFB, Arkansas for the installation of the Peacekeeper mission.
- RESPONSE:** See response to Document 3, Comment 1.
- 469 1 **ISSUE:** Commentor opposed to the Peacekeeper Rail Garrison program being located anywhere because of potential dangers and rail safety. Money is better spent on such things as toxic waste cleanup, reducing drug problem, and education.
- RESPONSE:** See response to Document 3, Comment 1.
- 469 2 **ISSUE:** Why are such issues as the "national security policy," "psychological impact," and "morality" considered "beyond the scope" of these hearings?
- RESPONSE:** See responses to Document 32, Comment 1 and Document 5, Comment 14.
- 469 3 **ISSUE:** Why hasn't the "No Action Alternative" been considered in terms of the nationwide economic impact? How many jobs would be created if over \$10 billion was spent instead on education or medical science, for example? Or how many jobs would be created if the money was left in the civilian economy instead of toward taxes for military expenses?
- RESPONSE:** See response to Document 270, Comment 31.
- 469 4 **ISSUE:** Why were only 61 lines of text (8 of them original text) devoted to the "No Action Alternative" rather than being seriously considered and detailed in the EIS?
- RESPONSE:** The result of the No Action Alternative to Peacekeeper Rail Garrison is that current conditions and trends will continue. Also see response to Document 37, Comment 15.
- 469 5 **ISSUE:** Why wasn't there a "no MX alternative" considered in the EIS?
- RESPONSE:** See response to Document 37, Comment 15.
- 469 6 **ISSUE:** Will the 50 MX missiles described in the "Proposed Action" be some that are currently deployed or new missiles? If new missiles, why aren't these costs included in the expenditures table?
- RESPONSE:** See response to Document 390, Comment 1.
- 469 7 **ISSUE:** Why does the Air Force believe that we do not already have "sufficient military strength?"
- RESPONSE:** Issues of national defense are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 469 8 **ISSUE:** What is the danger of "appropriately armed" security personnel to civilians living or traveling near the tracks who might be misidentified as a threat? Who will be considered a threat?

RESPONSE: See responses to Document 33, Comments 7, 12, 13 and Document 366, Comment 19.

469 9 **ISSUE:** Is the purchase price of the "supplemental railcars" included in the cost estimates?

RESPONSE: Yes.

469 10 **ISSUE:** Because this system is supposed to complicate the enemy's targeting task, does this mean that more towns and communities along the route could expect to be targets of an attack in a nuclear war?

RESPONSE: Issues of enemy targeting strategy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

469 11 **ISSUE:** If civilian dispatchers will know the precise location of trains, what would keep the Soviets or others from gaining this information?

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS.

469 12 **ISSUE:** What would compel these civilian dispatchers and other employees to stay on the job during a crisis?

RESPONSE: The nation has continuously shown a cohesiveness (as with the Cuban Missile Crisis) when national peril is obvious and it is expected that the dispatchers would remain on the job.

469 13 **ISSUE:** Would the civil dispatchers also be subjected to the random drug testing, security, medical, and psychological checks discussed in the Draft EIS?

RESPONSE: The Air Force is not authorized to impose those measures.

469 14 **ISSUE:** Although the trains are said to move randomly throughout the United States, won't they actually be given special consideration and rights-of-way privileges thereby possibly increasing collisions and other accidents?

RESPONSE: See response to Document 438, Comment 32.

469 15 **ISSUE:** The employment projections amount to a claim of over 52,000 jobs per billion dollars spent. This amount is too high according to similar, reputable studies. What indicators and assumptions were used to generate these employment figures?

RESPONSE: See response to Document 438, Comment 35.

469 16 **ISSUE:** Job type fluctuations are indicated from year to year according to program needs (research and development and operations). Thus, spending would not generate similar jobs per billion ratio. What indicators and assumptions were used to generate these employment figures?

RESPONSE: See response to Document 438, Comment 35.

469 17 **ISSUE:** A boom-bust pattern is predicted in the Draft EIS with job numbers fluctuating from 40,000 to 148,000 to 13,000 and to under 12,000

in 1994 and beyond. Will these short-term jobs really have a positive effect on this community and in the nation as a whole? It has been found that a community in Michigan diversified its economic base (after losing Air Force base jobs) and achieved a stronger and more secure job market and economic stability than experienced during its dependence on military spending. Let us not be swayed by the promise of jobs and money flowing into the community before we look seriously at alternatives.

RESPONSE: See response to Document 270, Comment 11.

- 470 1 **ISSUE:** The EIS glossed over the worst-case scenario of rail collision and other accidents in highly populated areas such as Whiteman AFB, Missouri and along UP tracks to St. Louis and Kansas City.

RESPONSE: The probabilistic risk analysis done for the safety chapter of the EIS takes into account accidents in highly populated areas. The results of that analysis are reported in Chapter 5 of the EIS.

- 470 2 **ISSUE:** A mobile missile system only expands the target area in the event of a first strike or a retaliation.

RESPONSE: Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 470 3 **ISSUE:** The system is destabilizing, costly, and an ineffective system for our national defense.

RESPONSE: See response to Document 3, Comment 1.

- 471 1 **ISSUE:** Commentor protests the holding of only one hearing for Montana in Great Falls.

RESPONSE: See response to Document 34, Comment 11.

- 471 2 **ISSUE:** Commentor protests only 22 days to review the document. The public should be given sufficient time to study it.

RESPONSE: See response to Document 50, Comment 1.

- 471 3 **ISSUE:** The No Action Alternative was inadequately studied in the Draft EIS.

RESPONSE: See response to Document 37, Comment 15.

- 471 4 **ISSUE:** What would be the economic impact on the Region of Influence in Great Falls/ Cascade County, Montana of injecting \$92 million into the economy for community development? What would be the impact of dividing \$15 billion among 11 host communities of the MX?

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 472 1 **ISSUE:** The EIS operates under the assumption that the warheads will not be used when in fact they will be creating a global environmental impact.

RESPONSE: Issues regarding intentional use of the system are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 472 2 **ISSUE:** The Draft EIS does not include the effects to eastern Washington area from fallout and other harmful effects of detonation of a bomb in Russia creating environmental effects in the United States and its allies.
- RESPONSE:** The issue of fallout is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 472 3 **ISSUE:** The Final EIS should state the effect in the Spokane, Washington area of accidental detonation.
- RESPONSE:** See response to Document 21, Comment 1.
- 472 4 **ISSUE:** The EIS should include psychological effects on the populace as a result of this weapon system and being a target for nuclear attack.
- RESPONSE:** See response to Document 5, Comment 14.
- 472 5 **ISSUE:** The EIS is defective for failing to assess the increased potential of nuclear war due to tension and anxiety of the Russian populace toward the American populace and vice versa.
- RESPONSE:** The increased potential for nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 473 1 **ISSUE:** Will 50 new MX missiles be built?
- RESPONSE:** The Proposed Action assumes 50 new missiles.
- 473 2 **ISSUE:** Why aren't the costs of building the 50 new MX missiles included in the Draft EIS (pg 4.1-2)? Also new MX costs are missing from the Alternative Action proposal to deploy 100 MX on 50 trains.
- RESPONSE:** See response to Document 366, Comment 11.
- 473 3 **ISSUE:** MX relocation/silo shutdown costs are missing from the Alternative Action proposal to deploy 100 MX on 50 trains.
- RESPONSE:** See response to Document 404, Comment 21.
- 473 4 **ISSUE:** Won't the MX trains make nuclear targets of every town along their route?
- RESPONSE:** Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 473 5 **ISSUE:** Isn't it possible that at some future date MX trains will be dispersed on public rail lines all the time? Why isn't this rail-mobile option even mentioned in the Draft EIS? Is the Air Force willing to state categorically that this is not being considered?
- RESPONSE:** See response to Document 404, Comment 23.
- 473 6 **ISSUE:** Won't MX trains be vulnerable to sabotage? Why isn't the issue of sabotage addressed in the Draft EIS? Will people with packs or briefcases be detained and searched by MX security crews?

RESPONSE: See responses to Document 6, Comment 2 and Document 33, Comment 13.

- 473 7 **ISSUE:** Will train security personnel pose dangers to the public? MX trains will have "appropriately armed" security personnel. Will the security personnel on training trains be authorized to use force if protestors are encountered? Will trains be authorized to run over protestors? Could innocent people be hurt if they were misidentified as a threat by armed security personnel?

RESPONSE: No. See responses to Document 33, Comments 7 and 12 and Document 366, Comment 19.

- 473 8 **ISSUE:** If civilian dispatchers know the precise location of MX trains, couldn't Soviet intelligence also find out?

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 473 9 **ISSUE:** Who will control the movements of the MX trains?

RESPONSE: See response to Document 33, Comment 78.

- 473 10 **ISSUE:** How many civilian railroad employees will know that an MX train is operating within their area of trackage?

RESPONSE: The numbers of dispatchers on duty during infrequent train movements for each railroad company is not known at this time.

- 473 11 **ISSUE:** Will civilian dispatchers have total authority over the MX train or will the train commander have special rights-of-way privileges or other extraordinary powers?

RESPONSE: It depends on the operations scenario. The missile train could be given sufficient priority to move upon the authority of, and according to, the procedures established for the train commander. In some cases, however, coordination of activity between the Air Force and rail industry may be required for the train's safe and effective movement. In all operations situations, the Air Force will select the train route. Also see response to Document 33, Comment 76.

- 473 12 **ISSUE:** How much disruption would Peacekeeper trains cause to other rail traffic and road traffic which must cross rail lines?

RESPONSE: See responses to Document 33, Comment 76 and Document 438, Comment 32.

- 473 13 **ISSUE:** How widespread will the imposition be for railroad dispatch crews in proposed operating areas given security clearance and background checks, etc.? How much will it cost? Are these measures constitutional?

RESPONSE: The Air Force will work with the railroad to provide appropriately certified people to accomplish the required tasking. Costs are not known.

- 473 14 **ISSUE:** How thoroughly would MX trains be tested before deployment?

RESPONSE: The test program is divided into three phases: development testing, integration testing, and weapon system testing. This is addressed in Chapter 1 of the EIS.

- 473 15 **ISSUE:** It seems, while the trains might be completely tested, the missile will not.

RESPONSE: The Air Force has every confidence the missile will perform to its design requirements. Seventeen out of 17 flights tests have shown the Peacekeeper to be the most accurate ICBM in history and meeting all performance requirements.

- 473 16 **ISSUE:** How many jobs would the MX program really generate on a nationwide scale? The Draft EIS statistics on the national impact on employment (direct, indirect, and induced) Rail Garrison expenditures is highly suspect. The projected employment rate is over 52,000 jobs (man-years) per billion dollars spent, a rate completely outside the range of all reputable studies on military spending (it is too high by somewhere between 50-100% -- see, for example, the study "The Empty Pork Barrel"). What indicators and assumptions were used to generate these employment figures? What is included under the category "induced?"

RESPONSE: See response to Document 438, Comment 35.

- 473 17 **ISSUE:** An indication of sloppy employment analysis in the Draft EIS is the lack of fluctuation in the number of jobs generated per dollar spent. Even though nearly all the Fiscal Year (FY) 1989 money from the program would go towards research and development, and nearly all the FY 1992 funds would go towards operations -- employing very different types of workers -- the ratio of jobs generated remain about the same. A refined analysis would not produce such figures. What indicators and assumptions were used by the Air Force to generate these employment figures? Please be as detailed as possible.

RESPONSE: See response to Document 438, Comment 35.

- 473 18 **ISSUE:** What about the jobs that would be generated if the money was invested productively instead of squandered on weapons we don't need? The Draft EIS fails to consider the job creation potential of spending the \$10 to \$15 billion it projects for MX Rail Garrison on something else instead - education or low-income housing, for example. Instead of presenting real alternatives, the illusion is manufactured that the money for MX trains would appear out of thin air. Money which simply remains in the civilian economy (instead of being taxed for the military) also creates jobs, and some rough figures should be provided for comparison before MX trains are accepted as some kind of jobs miracle.

RESPONSE: See response to Document 366, Comment 7.

- 473 19 **ISSUE:** More attention should be given to the trauma for local economies from the "boom-bust" job cycle that would accompany the Peacekeeper Rail Garrison program. The Draft EIS forecasts that jobs created by the program would go "from nearly 40,000 in fiscal year (FY) 1989 to nearly 148,000 in FY 1991, and then decline sharply to 13,000 by FY 1993 and just under 12,000 in FY 1994 and beyond (nationally)." Will the benefits of mostly short-term jobs have a net positive effect or will the dislocation and transition difficulties they create tend to offset the positive benefits?

RESPONSE: See response to Document 270, Comment 11.

- 473 20 **ISSUE:** Don't we already have enough nuclear weapons for deterrence? According to the Congressional Budget Office (November 1987), approximately 3,700 United States nuclear weapons would endure even the most unexpected Soviet surprise attack, while roughly 8,200 United States nuclear weapons would remain if there was enough warning time to alert our strategic forces. Doesn't this constitute "sufficient military strength?"

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 473 21 **ISSUE:** Why have a number of issues been declared "beyond the scope" of the hearings, including: "national security policy" (including "arms control impact" and "wartime effect"), "morality," and "psychological impact" of Rail Garrison deployment. It is my considered opinion that the No Action Alternative would be found superior to all MX deployment options in terms of these criteria, if such an analysis were included.

RESPONSE: See responses to Document 3, Comment 1, Document 5, Comment 14, and Document 37, Comment 15.

- 473 22 **ISSUE:** Why are so few basing alternatives (such as carry hard, superhard silos, shallow tunnel, deep basing) not considered in the Draft EIS?

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 473 23 **ISSUE:** There has been some indication that the MX trains will have "supplemental" train cars attached, apparently to make it more difficult to distinguish the trains from regular rail traffic. About 60 supplemental train cars would have to be added to each MX train to approximate the length of average commercial trains. This would require roughly 240 supplemental cars at each four-MX train installation. Has adequate storage space been set aside for these extra cars? Has the cost of supplemental cars been calculated and included in the total program costs?

RESPONSE: In the current design, each Train Alert Shelter (TAS) has an attached 400 foot shelter for the supplemental cars. There would not be 60 supplemental cars, only the number which would fit in the TAS attachment. The cost of the supplemental cars was included in the cost analysis.

- 473 24 **ISSUE:** Problems continue to plague the guidance systems of the silo-based MX missiles already deployed. Shouldn't these problems be rectified before production of additional MX missiles is even considered? Will train-based MX missiles use the same guidance system or will they require an even more complicated and untested design?

RESPONSE: See responses to Document 410, Comment 10 and Document 473, Comment 15.

- 473 25 **ISSUE:** Has the Air Force conducted any studies as to potential public reaction to the MX trains?

RESPONSE: As a result of the EIS scoping and public hearing process, the Air Force has received public reaction to the program. However, no studies have been conducted to determine public reaction as this is outside the scope of this EIS.

- 473 26 **ISSUE:** Who will pay the legal fees if there are protests of MX train movements? Isn't this a potential hidden cost for local communities?

RESPONSE: The issue of legal fees or other costs incurred as a result of protests is speculative and beyond the scope of this EIS. Also see response to Document 33, Comment 10.

- 474 1 **ISSUE:** The ultimate environmental impact of using the MX missile should be addressed in the Final EIS. Also submitted a resolution on weapons of mass destruction.

RESPONSE: Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 474 2 **ISSUE:** In 1985, Congress voted for deployment of only 50 missiles. Why are 50 more missiles being proposed now?

RESPONSE: See EIS Section 1.1.

- 474 3 **ISSUE:** Every opportunity that is available to educate the public about the use of nuclear weapons must be used.

RESPONSE: See response to Document 3, Comment 1.

- 475 1 **ISSUE:** Commentor says the Air Force failed to consider reasonable alternatives and asks that the Air Force revise the EIS to fully analyze each alternative for location of the Peacekeeper Rail Garrison facilities in the Cheyenne, Wyoming area and respond to all concerns raised by the public.

RESPONSE: The EIS analyzes alternative facility locations at F.E. Warren AFB, Wyoming. Responses to all comments are included in the appendix to EIS Volume 1.

- 475 2 **ISSUE:** Little information on the Missile Assembly Building (MAB) is given in the EIS, if it is in a mountain range near Cheyenne, and painted pale blue, it would look strange and affect adjacent developed areas adversely.

RESPONSE: The text of the EIS has been amended to briefly discuss this concern. The MAB would reach heights of 140 feet, but it would be located about 8,400 feet (1.6 miles) from the Western Hills subdivision (one key observation point) and 10,600 feet from I-25 (the other key observation point). With intervening higher land (that would block the view) the MAB could be seen from the back of about ten Western Hills residences and would be seen to rise about 1.3 degrees above the horizon. However, for the most part, intervening topography would preclude views of the the MAB from the east base boundary. The light color of the MAB would tend to make the part extending above the nearby hills less visible against the mountain backgrounds. Night lighting would be similar to that presently found at the base Weapons Storage Area (see EIS Section 4.2.4.3).

476 1 **ISSUE:** There is no realistic inclusion of the human factors as assurances that MX operators will not be mentally incapacitated by drugs, depression or strain due to wartime pressures like the recent mistaken identification of a civilian plane over Iran.

RESPONSE: See response to Document 15, Comment 4.

476 2 **ISSUE:** There is no analysis of how the Air Force would counteract sabotage of Burlington Northern tracks and crossings.

RESPONSE: See response to Document 6, Comment 2.

476 3 **ISSUE:** There is no explanation of how figures such as "1.3 additional deaths" were calculated. If track-related fatalities are based on percentage of Fairchild, Washington tracks vs. United States total tracks, there is little to show that such accidents as the August mishap with Amtrak derailing due to overheated rails could not happen with MX.

RESPONSE: The safety chapter has been revised and edited to provide more explanation of the calculations (see EIS Section 5.3). The possibility of derailment by heat-buckled track as occurred in August is addressed in EIS Section 5.2.3. The calculations of risk in the Draft EIS included that possibility by considering all historical accident causes in the Federal Railroad Administration accident records over a 5-year period.

476 4 **ISSUE:** There was no analysis of how wartime deployment on Burlington Northern tracks would not conflict with Federal Emergency Management Agency evacuation routes already in place for Spokane County in Washington.

RESPONSE: The addition of 25 trains to a country wide rail network that handles 5,000 to 7,000 train trips a day is not expected to cause any substantial interference with rail traffic at any location.

476 5 **ISSUE:** There was no realistic analysis of how highly flammable contents of MX containers would be handled by Fairchild AFB, Washington or local firefighters in the event of explosion.

RESPONSE: The missile propellants would burn completely in minutes and could not be extinguished by any practical means. Firefighters and others should remain clear of the area until the propellants are burned out, then fight secondary fires, which result, if any.

476 6 **ISSUE:** There was no regard for the close proximity to Spokane International Airport, Washington and the possibility of air crash on or near the garrison.

RESPONSE: The probability of an airplane crashing into a Peacekeeper train in the garrison or elsewhere is considered to be remote. In the event of such an unlikely occurrence, the environmental effects would be no different than those discussed in Section 5.4 of the EIS.

476 7 **ISSUE:** No precise break-out of economic impact in terms of specific job descriptions for civilian and military personnel is given.

RESPONSE: Direct civilian jobs during the construction period would be principally construction-related jobs. Secondary jobs would be created

across all sectors of the local economy. Civilian jobs during operation would be principally white-collar workers. Military jobs would range from security-related positions to launch control positions.

- 476 8 **ISSUE:** The cost to the economy should be in the perspective of lost jobs due to the high tech percentages of dollars with every \$1 billion in military expenditures.

RESPONSE: Program activities are generally considered economically beneficial in that jobs are created, not lost.

- 476 9 **ISSUE:** The statement that there are no uranium mines in the Fairchild AFB, Washington vicinity is inaccurate.

RESPONSE: The EIS states that mineral resources were not identified in the Region of Influence (ROI) which is approximately a 1-mile radius surrounding the base. The statements made in the EIS are accurate because uranium, precious metal, and critical/strategic material have been identified in the Spokane, Washington area but not within the ROI.

- 476 10 **ISSUE:** There is missing analysis of the threat of fire in this area. Note the current burning conditions and the number of acres burned in/around Spokane, Washington just this summer.

RESPONSE: The issue of an analysis of the threat of fire in the area because of current burning conditions is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 477 1 **ISSUE:** The EIS does not address the psychological and social impacts from making the Inland Empire a potential first-strike location.

RESPONSE: See response to Document 5, Comment 14.

- 478 1 **ISSUE:** Commentor strongly urges deploying the Peacekeeper Rail Garrison at Little Rock AFB, Arkansas because the mission contributes greatly to the security of the nation, environmental impacts will be minimal, and the economic impact will be positive.

RESPONSE: Noted.

- 479 1 **ISSUE:** The plan is fraught with dangers to residents near the area where the trains with missiles would be moving.

RESPONSE: Noted.

- 479 2 **ISSUE:** Why was there no hearing in Lubbock, Texas through which the trains would move? Is one planned in the future?

RESPONSE: See response to Document 34, Comment 11.

- 479 3 **ISSUE:** Why has your plan not been approved by Congress?

RESPONSE: The EIS is an element in the decision-making process. The President and Congress will make the final decision (see EIS Chapter 1).

- 479 4 **ISSUE:** Commentor opposed to development of the MX missiles and strongly urges the plan to develop and base them anywhere be abandoned.

RESPONSE: See response to Document 3, Comment 1.

- 480 1 **ISSUE:** The State Historical Society of North Dakota will give its review of the Draft EIS after the cultural resources surveys have been completed.

RESPONSE: See response to Document 424, Comment 6.

- 481 1 **ISSUE:** The statement was made by the Air Force at a public hearing that a good deal of the technology embroiled in the Minuteman missile force was 20 to 25 years old. That is not true; the Minuteman III has been constantly upgraded. I respectfully request that when you discuss the Minuteman missile system with the public in the future, you not leave the impression that nothing has been done to modernize our ICBM forces for two decades, or more. Such unfounded assertions add undue pressure to deploy the Peacekeeper.

RESPONSE: The assertion that a good deal of the technology incorporated with the Minuteman missile system is 20 or 25 year old is not inconsistent with the fact that elements of the system have been upgraded and incorporated with very recent technology.

- 481 2 **ISSUE:** If there are plans or studies conducted or underway to "harden" the advanced train control system (ATCS) against electromagnetic pulse effects, the economic and other impacts of that program should be addressed in the EIS.

RESPONSE: The Proposed Action does not include reliance on ATCS or hardening of the system. If that is proposed later, any significant environmental impacts will be addressed in appropriate impact analysis documents.

- 481 3 **ISSUE:** Commentor asks for information on system "hardness" tests, vulnerability of the system to Soviet nuclear barrage attacks, estimates of Soviet intelligence cycle time, threat of Soviet blackjack bomber to the Rail Garrison system, what will constitute strategic warning, and other issues of nuclear weapon strategy.

RESPONSE: The issues of defense strategy and capabilities are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 481 4 **ISSUE:** Are the costs of producing the warheads for the Peacekeeper included in the stated cost of the program? If not, what will the cost be?

RESPONSE: The costs of production of warheads are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 482 1 **ISSUE:** The assertions in the EIS that estimates of the consequences of radiation exposure are less precise because the health effects of radiation cannot be measured accurately and one humans health effect of low doses of ionizing radiation is the very small possibility that an exposed person may develop cancer are inconsistent. How can the risk be known to be low if the effects cannot be measured accurately? What is the basis for the prediction of human health effects?

RESPONSE: The end of the first sentence quoted above should read "... health effects of radiation cannot be measured as accurately." The source

of the estimate of human health effects is Recommendations of the International Commission on Radiological Protection, Annuals of the International Commission on Radiological Protection, ICRP - 26 Volume 1, Oxford, England, 1977.

- 482 2 **ISSUE:** The Draft EIS states that in the event of dispersal of radioactive material, the public would be kept at a safe distance. How is that safe distance determined?

RESPONSE: Radiation monitoring would begin as soon as possible. A safe distance would be determined by the Department of Defense, Department of Energy, and Environmental Protection Agency experts and would be at least the minimum distance required to ensure that no one was accidentally contaminated. Factors such as nature of the contamination risks and meteorological condition would be taken into account.

- 482 3 **ISSUE:** What about dispersal of radioactive materials in an area not readily accessible to Department of Defense and Environmental Protection Agency "contingency plans?"

RESPONSE: The ease, speed and cost of cleanup would be dependent on the accessibility of the site of the dispersal. The first priority will be minimizing adverse effects.

- 482 4 **ISSUE:** Commentor requests that the number of personnel treated for drug and alcohol-related causes under Air Force personnel reliability programs be provided.

RESPONSE: The requested statistics were not used in preparation of this EIS and are not available from this office. The request may be made to Headquarters, Strategic Air Command, Offutt AFB, Nebraska.

- 482 5 **ISSUE:** Nowhere in the Draft EIS is there a statement that radioactive materials could not be released as a result of sabotage or terrorist activity.

RESPONSE: See response to Document 34, Comment 17.

- 482 6 **ISSUE:** Given the amount of weapons grade nuclear material unaccounted for at Hanford and other production facilities, the trains could be attacked by a nuclear weapon, fired or launched outside the area of electronic surveillance.

RESPONSE: Noted.

- 482 7 **ISSUE:** Would a successful terrorist attack or sabotage at the point the train leaves the garrison prevent use of the system?

RESPONSE: No. The system is designed to allow launch of the missiles from the garrison, so there could be a delay in dispersal, but not a disabling of the missile system.

- 482 8 **ISSUE:** Every document referenced in the Draft EIS should be distributed to all persons who testified, all who have requested a copy of the Draft EIS or Final EIS, and all organizations similarly situated and that the National Environmental Policy Act process be suspended to allow each person at least 60 days to review, digest, and comment on these documents.

RESPONSE: See response to Document 50, Comment 1.

- 482 9 **ISSUE:** EIS Table 4.6-1, Page 4.6-3 does not state whether the number of direct jobs is for the Region of Influence (ROI) of Fairchild AFB, Washington.

RESPONSE: The number of direct jobs listed in EIS Table 4.6-1 is for the ROI. These numbers correspond to the direct employment numbers listed in EIS Table 4.6-1.

- 482 10 **ISSUE:** EIS Table 4.6.1-1 does give Region of Influence (ROI) employment for the Proposed Action but not for the alternative. There are no data to substantiate figures or prove these are new, not existing jobs.

RESPONSE: EIS Tables 4.6.1-1 and 4.6.1-2, give ROI employment for the Proposed Action, and Alternative Action, respectively. Direct jobs were estimated from the Corps of Engineer estimates of the number of man years needed for program construction, and from Ballistic Missile Office and Strategic Air Command manpower estimates for system staffing. Secondary jobs were developed using employment output ratios in conjunction with regional demand changes estimated from an Input-Output model. All direct and secondary jobs would be new jobs.

- 482 11 **ISSUE:** EIS Table 4.6.1-1 shows the total of the column at the top, but not all figures are to be added, unlike EIS Table 4.6.1. Why change the methodology in consecutive tables?

RESPONSE: EIS Table 4.6.1-1 gives total program-related jobs, which are comprised of direct and secondary jobs. Direct jobs are further broken down into civilian and military categories. Local hires were put in the table to show the estimated number of jobs that would be filled by the local labor supply, and should not be added to direct and secondary jobs to arrive at total program employment. EIS Table 4.6.1 presents only direct program employment.

- 482 12 **ISSUE:** EIS Table 4.6.1-1 shows 155 secondary jobs, offering no explanation as to what type of jobs, union jobs, minimum wage jobs or part time jobs. Without clarifying information, these figures are meaningless and uninformative to the public trying to analyze the Draft EIS.

RESPONSE: Indirect jobs would be created by regional demand changes brought on by direct program-related outlays for expenditures and payrolls. Indirect jobs would be created in most major sectors of the economy, though the majority would be in the construction, manufacturing, trade, and service sectors. It is expected that these jobs would receive the prevailing wage rate for each job category, some of which may be at the minimum wage.

- 482 13 **ISSUE:** Would the personal income of \$23,000,000 shown in EIS Table 4.6.1-1 for 1991 and in the text be a direct result of the Proposed Action or the 'rollover' effect on the economy?

RESPONSE: Regional personal income includes wages occurring from both direct and secondary jobs.

- 482 14 **ISSUE:** The Draft EIS does not give figures estimating construction and labor costs during the construction period, with a breakdown of civilian and military labor costs. Without these figures, the socioeconomic impacts are difficult to predict.
- RESPONSE:** Construction costs (material and labor) at Fairchild AFB, Washington are estimated at approximately \$80.3 million in constant 1986 dollars (see EIS Section 4.6). During the year of peak construction activity (1991), approximately 70 percent of the labor cost would be civilian-related.
- 482 15 **ISSUE:** No explanation is offered as to the proportional and actual decreases in secondary jobs in '92 and '93 in EIS Table 4.6.1-1.
- RESPONSE:** The reduction in secondary jobs between 1992 and 1993 is attributable to the phasing down of program-related construction material procurement. The reduction in the number of direct construction jobs and program-related expenditures would lead to a reduction in the number of secondary jobs.
- 482 16 **ISSUE:** The impact of the fall in average per capita income receives no mention in the Fairchild AFB, Washington section of the Draft EIS.
- RESPONSE:** Based on current projections, baseline per capita personal income is expected to decrease from \$11,533 in 1990 to \$11,339 in 1995. Project impacts would not affect these projections appreciably.
- 482 17 **ISSUE:** Little mention is given to unemployment and there are no mitigation measures. While the number of persons unemployed by layoffs would be a small percentage of the Region of Influence workforce, they would constitute over 60 percent of the peak time jobs. This would create a "boom-bust" cycle.
- RESPONSE:** See response to Document 270, Comment 11.
- 482 18 **ISSUE:** There is a serious possibility of hazardous plutonium contamination if the nuclear material were involved in an explosion or fire.
- RESPONSE:** See EIS Chapter 5.
- 482 19 **ISSUE:** Persons in the vicinity of the train cars would be placed at risk from low-level radiation. The health effects of low doses of radiation cannot be measured but is recognized to be a probable cause of cancer, congenital defects, and spontaneous abortions.
- RESPONSE:** The issue of "accident-free radiological risk" is discussed in detail in Sections 5.2 and 5.3 of the EIS.
- 482 20 **ISSUE:** The Draft EIS states that radiation monitoring of personnel will continue for the duration of the Rail Garrison program. What will be done for missile launches, train crew members and others who had been exposed after the monitoring period ends.
- RESPONSE:** The text referred to in the comment is misleading in the Draft EIS and has been clarified in the Final EIS. It should have and now does read "Radiation monitoring to ensure personnel protection will

continue for the duration of the Peacekeeper Rail Garrison program." The monitoring will be to ensure that no workers are exposed to radiation in excess of Nuclear Regulatory Commission exposure limits.

- 482 21 **ISSUE:** In the event exposure to low doses of radiation causes cancer or other radiation diseases, what assurance is there that Air Force personnel will receive compensation?

RESPONSE: The issue of compensation to be paid in the event of an accident is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 482 22 **ISSUE:** Why wasn't current water use data for the Fairchild AFB, Washington Region of Influence (ROI) presented under existing conditions - Major Water Users?

RESPONSE: The Tacoma Office of the U.S. Geological Survey has only recently released up-to-date data on county-level water use in Washington. This data now appears in EIS Section 4.6.7.2. These data are for 1985 and are consistent with data presented for other ROIs in the EIS.

- 482 23 **ISSUE:** What is the possibility of contamination of the Spokane Aquifer due to groundwater discharges of wastewater resulting from the project?

RESPONSE: The western boundary of the Spokane Aquifer is eight miles east of Fairchild AFB, Washington. Little or no discharge of wastewater to the Spokane Aquifer will result from the Peacekeeper Rail Garrison program and the potential for contamination to the aquifer is negligible.

- 482 24 **ISSUE:** An incorrect factor was used to convert acre-ft into gallons in EIS Section 4.6.7.3.

RESPONSE: There are 7.48 gallons per cubic feet and 43,560 cubic feet per acre-ft. The product of these two factors is 325,829 gallons per acre-ft, not 328,500 as stated by the commentor. For purposes of analysis, a rounded figure of 326,000 gallons per acre-ft was used for conversion. Also, the reader should note that many of the water and wastewater numbers have been rounded but are still within one percent of the actual number.

- 482 25 **ISSUE:** Calculations performed by the commentor seem to indicate that widely varying per capita wastewater generation rates were used in the wastewater analysis conducted for Fairchild AFB, Washington.

RESPONSE: The 30 acre-ft/yr of program-induced wastewater at Fairchild AFB was calculated from two classes of program-induced people at the base in 1993 and onwards: daytime workers and new residents. The base has no statistics suitable for calculation of true, per capita wastewater rates. Parts of its wastewater collection system are old and suffer from considerable groundwater infiltration into the system. Thus, one cannot simply divide wastewater flows by number of users to obtain realistic per capita rates. Instead, a standard 100 gallons-per-person-per-day (gpcd) was applied to the 107 new base residents while 40 gallons-per-capita-per-day was applied to the 419 new workers at the base. This calculates to about 34 acre-ft/yr in 1993, which, given the uncertainty of the projections and the per-capita rates, was rounded to the nearest ten acre-ft. As stated in EIS Section 4.6.7.3, this represents an increase

of just three percent above baseline wastewater flows at the base. Further refinement of the figures is not necessary for purposes of environmental analysis.

- 482 26 **ISSUE:** There appears to be a discrepancy between the actual amount of wastewater discharged by Fairchild AFB, Washington as stated on two successive pages of the Draft EIS.

RESPONSE: Approximately 1,000 acre-ft/yr (actually about 1,008 acre-ft/yr) of wastewater is projected for the base under baseline conditions, alone. The additional 30 acre-ft/yr attributable to the program would bring the total to approximately 1,040 acre-ft/yr as stated under the impact analysis on the following page.

- 482 27 **ISSUE:** There is uncertainty concerning the actual amount of additional wastewater at Fairchild AFB, Washington which would result from the program.

RESPONSE: As stated in EIS Section 4.6.7.3, the program would result in approximately 30 acre-ft/yr of additional wastewater at the base.

- 482 28 **ISSUE:** What is the justification for consideration of wastewater impacts under a water resource discussion?

RESPONSE: In the Water Resource description section (EIS Section 3.8.1), program effects on surface and groundwater quality are presented as topics of discussion. The quality impacts of new or increased wastewater discharges are legitimate topics of a water resource impact analysis.

- 482 29 **ISSUE:** What is known about the movement and potential for contamination of treated effluent from Fairchild AFB, Washington which is disposed to the groundwater?

RESPONSE: The fate of the infiltrated effluent has not been studied. The effluent is presumed to recharge the basalt formation which underlies the disposal site. The Washington Department of Ecology has no water quality concerns associated with the disposal system. There is no possibility for the infiltrated effluent to affect the quality of the Spokane Aquifer which is located eight miles east.

- 482 30 **ISSUE:** At what point does additional effluent discharge from Fairchild AFB, Washington render the local groundwater unfit for human consumption?

RESPONSE: The existing information on the local groundwater system is not sufficient to accurately answer this question. The proposed program would generate relatively little additional wastewater (3% above existing amounts). Given the absence of existing, known problems with the disposal system, it is reasonable to conclude that the impact would be minimal.

- 482 31 **ISSUE:** Explain how the figure of 2,940 acre-ft/yr of water use at Fairchild AFB, Washington shown in EIS Figure 4.6.7-1 would remain constant, given 419 new people employed at the base.

RESPONSE: As implied in the reference to this figure in EIS Section 4.6.7.2, the numbers presented (including 2,940 acre-ft/yr) are for baseline

conditions only. EIS Table 4.6.7-1, appearing on the same page as the figure, lists increased water usage attributable to the project. Baseline-plus-program water usage at the base in 1993 can be estimated to be approximately 2,990 acre-ft/yr using the data given in the figure and the table.

- 482 32 **ISSUE:** Positive control measures to control and dispose of the toxic substances generated by the Rail Garrison program should be included in the Draft EIS.

RESPONSE: In compliance with federal regulations, each base has a Hazardous Waste Management Plan and a Spill Prevention and Response Plan. These plans identify the process of collecting, storing, and shipping hazardous wastes. The plans also outline the procedures necessary to respond to unplanned releases of hazardous wastes. Each of these plans will be updated incorporating the Peacekeeper Rail Garrison facilities and the program-related wastes.

- 482 33 **ISSUE:** There was discussion of the effect of present toxic waste sites of Fairchild AFB, Washington on the Rail Garrison program?

RESPONSE: New facilities associated with the Peacekeeper Rail Garrison program were sited after evaluating the base's Installation Restoration Program and consulting with base, state and federal officials. Presently, no disturbance of any contaminated area onbase is anticipated and particular attention will be given the placement of the rail line as it passes the industrial waste lagoons, which are currently being evaluated for cleanup measures.

- 482 34 **ISSUE:** Excluding discussion of the psychological effects of deploying the system is a violation of the letter and spirit of the National Environmental Policy Act process.

RESPONSE: See response to Document 5, Comment 14.

- 482 35 **ISSUE:** During scoping and Draft EIS public hearings, attendees were told that comments should be confined to "peacetime operations," but no documenting basis for that limitation was provided. Request that commentor and every person who testified or submitted written comments be provided a copy of the document or documents prohibiting and excluding testimony on potential environmental impacts of wartime use of the MX missile.

RESPONSE: The basis for the suggestion that wartime use is beyond the scope of the EIS is the recently upheld "Peacekeeper in Minuteman Silos" litigation, *Romer vs Carlucci* (Eight Circuit Court of Appeals, Docket No. 86-1458, May 18, 1988). Many persons addressed wartime use in their public comment and they are included in this document.

- 482 36 **ISSUE:** Was the Spokane, Washington Chamber of Commerce or any of its officers notified other than through an announcement in the paper? An inadequate amount of notice of the hearing was given.

RESPONSE: All organizations who identified themselves at the scoping meetings, as well as local government officials, and state clearinghouses were notified of the public hearing information by letter in addition to any media announcement.

- 482 37 **ISSUE:** The Air Force neglected its duty to invite "early and open" participation in the scoping.
- RESPONSE:** See response to Document 33, Comment 53.
- 482 38 **ISSUE:** Far from being an "informal public hearing," the Draft EIS hearing on August 4, 1988 at Medical Lake, Washington was conducted as a court-martial might be.
- RESPONSE:** See response to Document 39, Comment 1.
- 482 39 **ISSUE:** Announcements of the Medical Lake, Washington hearing were not distributed to all interested persons and agencies.
- RESPONSE:** See response to Document 482, Comment 36.
- 482 40 **ISSUE:** Two of the three notices given for the Medical Lake, Washington hearing did not include time limitations.
- RESPONSE:** Noted.
- 482 41 **ISSUE:** Copies of the Draft EIS were generally not available, even from Fairchild AFB, Washington.
- RESPONSE:** See response to Document 315, Comment 2.
- 482 42 **ISSUE:** The hearing location was not readily accessible to the Spokane, Washington population.
- RESPONSE:** See response to Document 34, Comment 11.
- 482 43 **ISSUE:** Neutral hearing officers, rather than Air Force personnel subject to orders and discipline of their superior officers, should be used for hearings. The hearing officer said to address all remarks to him - there is no such rule by law.
- RESPONSE:** See response to Document 39, Comment 1.
- 482 44 **ISSUE:** Three minutes is not a "reasonable opportunity to speak." Speakers were cut off in the mid-sentence. The hearing officer could have exercised his right to extend the hearing time in order to allow more speakers.
- RESPONSE:** See response to Document 33, Comment 53.
- 482 45 **ISSUE:** Hearings should have been held along the rights-of-way.
- RESPONSE:** See response to Document 34, Comment 11.
- 483 1 **ISSUE:** The Air Force has made statements that this EIS is being done to determine where the MX should be based in Rail Garrison as opposed to if the MX should be deployed in Rail Garrison. If that is truly what the Air Force is doing, it means that this whole process is in violation of the law and that we might as well not continue with this process. Congress has not determined if MX will be deployed in Rail Garrison and; therefore, the Air Force must use the EIS as a way to help Congress and the Air Force to determine if they should proceed with the proposal.

RESPONSE: The Peacekeeper Rail Garrison program is being developed in response to the congressional mandate to provide a more survivable basing mode. This EIS was prepared to aid in the following interrelated decisions: whether or not to deploy Peacekeeper missiles in the Rail Garrison basing mode, how many Peacekeeper missiles to deploy in this mode, the deployment locations facility sitings at deployment locations where alternative sitings are available, and mitigation actions to reduce identified significant adverse impacts associated with system deployment.

- 483 2 **ISSUE:** The Air Force should comply with the National Environmental Policy Act law and include in the EIS all of the reasonable alternative basing modes for MX and compare what the impact to the public and the environment would be in deploying MX in each of those different basing modes.

RESPONSE: Comparison of basing modes is beyond the scope of this EIS.

- 483 3 **ISSUE:** The "No Action Alternative" should be thoroughly examined in terms of the impact on the deployment area if the No Action Alternative is adopted. This analysis should include the financial impact on both the national level and on the local deployment area of not spending the money on MX Rail Garrison.

RESPONSE: See response to Document 37, Comment 15.

- 483 4 **ISSUE:** The Air Force should ensure the security of the entire railroad system on which the MX would possibly be traveling both in times of nonuse and in times of actual use and what the impact of this action (security of the tracks) will be on the public and their environment.

RESPONSE: There will be no special security of the rail system. Peacekeeper trains would comply with operational rules as other commercial users.

- 483 5 **ISSUE:** What safeguards will be used in the event there is a derailment of the train carrying the MX missile?

RESPONSE: Air Force missile handling experts and other Department of Defense and Department of Energy accident response teams could respond to the accident and direct retrieval operation (see EIS Section 5.5).

- 483 6 **ISSUE:** What are the impacts of building an anti-ballistic missile system to protect the MX rail garrison?

RESPONSE: See response to Document 33, Comment 6.

- 483 7 **ISSUE:** How is the Air Force planning to deal with keeping the public from panicking once the public realizes that the trains have been released and we in fact are in a time of high international crisis and what the impact of those measures will be on the public.

RESPONSE: The Air Force does not anticipate a panic to occur.

- 483 8 **ISSUE:** If you are not going to use an anti-ballistic missile system to protect Rail Garrison, I would like you to address how the system will be protected and what impact the construction of that system will have on the public and their environment.

RESPONSE: The Peacekeeper Rail Garrison program is being developed in response to the congressional mandate to provide a more survivable basing mode. No additional system is proposed for protection.

- 483 9 **ISSUE:** What is the impact of deployment of Small ICBM in conjunction with deployment of MX in Rail Garrison at F.E. Warren AFB, Wyoming.

RESPONSE: The impacts of potential deployment are discussed in EIS Section 4.2 as part of the cumulative impacts.

- 483 10 **ISSUE:** What is the impact of the efforts that will be taken by the Air Force to protect the communication lines involved with MX Rail Garrison from electromagnetic pulse.

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 483 11 **ISSUE:** How is the Air Force planning to deal with civilian dispatchers who know the location of the MX trains in a time of crisis and what the impact will be on dispatchers in times of high international tension. In particular, what is the impact on dispatchers in terms of their ability to communicate with others when off their shift while in a time of high international tension.

RESPONSE: Operational details having no environmental impacts are beyond the scope of this EIS.

- 483 12 **ISSUE:** What will be the impact (including economic impact) for the commercial railroad companies when an extended period of high international tension exists (a 2-week period)? Normal train traffic will be disrupted during times of high international tension due to deployment of MX on the railroad and thus an economic loss would be anticipated from such a break in the normal train traffic. How much loss would you estimate to occur, and how will this be made up to the railroad corporations?

RESPONSE: See response to Document 33, Comment 76.

- 483 13 **ISSUE:** Will the Air Force need to buy land in order to build additional railroad spurs (for MX Rail Garrison) outside of F.E. Warren AFB, Wyoming and if so what procedures will be used to accomplish this purchase, and what will be the impact in the areas where new land must be acquired?

RESPONSE: A discussion of land acquisition for the siting of Peacekeeper Rail Garrison at F.E. Warren AFB is provided in Section 4.2 of the EIS.

- 483 14 **ISSUE:** How will the current lawsuit by ranchers in the F.E. Warren AFB, Wyoming area against the Air Force regarding land leases impact further land acquisition for MX Rail Garrison?

RESPONSE: The issues are only minimally related; no impact in future acquisition is anticipated.

- 483 15 **ISSUE:** Will the Air Force need to rescind oil and gas leases on land that may be purchased in order to satisfy the safety zone surrounding the Rail

Garrison at the base. What impact will the action have on those currently holding the oil and gas leases.

RESPONSE: The potential acquisition of additional land for base expansion may affect mineral leases. The Air Force would compensate the leaseholder or landowner for losses as a result of these expansions. The negotiations for compensation would be handled on a case-by-case basis. Certain resource extraction uses of the land within the explosive safety zone are additionally restricted (e.g., inhabited structures, use of explosives at certain distances from the installation, mining operations [surface or underground] which involve workers within certain distances from the garrison facilities).

- 483 16 **ISSUE:** How often will the tracks be checked for problems and what impact will the checking of the tracks have on individuals living close to the tracks? Who will check the tracks (military personnel or railroad personnel) and what impact will this have on the railroad corporations?

RESPONSE: See response to Document 15, Comment 3.

- 483 17 **ISSUE:** How often will dummy trains be used and how will normal commercial railroad traffic be impacted by MX Rail Garrison dummy trains?

RESPONSE: See EIS Section 4.1.2.

- 483 18 **ISSUE:** How large a safety zone must be on either side of the tracks in order to satisfy the safety zone for each missile and what will the impact be in meeting that safety zone requirement?

RESPONSE: There is no prescribed safety zone for tracks.

- 484 1 **ISSUE:** The MX missile is a dangerous, destabilizing, offensive first-strike weapon.

RESPONSE: See response to Document 3, Comment 1.

- 484 2 **ISSUE:** Since trains inevitably have accidents, passing trains with missiles through population centers large and small introduces major hazards to the population without its consent.

RESPONSE: The explanation of accident risks associated with the dispersal of the Peacekeeper Rail Garrison trains is presented in Chapter 5 of the EIS.

- 484 3 **ISSUE:** To propose increasing the number of MX missiles at this point is directly counter to the current atmosphere of containment of the arms race and would negate the recent achievement of the Reagan Administration.

RESPONSE: See response to Document 3, Comment 1.

- 484 4 **ISSUE:** Commentor recommends that No Action is the best.

RESPONSE: See response to Document 3, Comment 1.

- 484 5 **ISSUE:** Commentor recommends postponement of the August 31 deadline for comments.
- RESPONSE:** See response to Document 50, Comment 1.
- 484 6 **ISSUE:** Commentor recommends holding hearings in every community along the route.
- RESPONSE:** See response to Document 34, Comment 11.
- 485 1 **ISSUE:** More detail should be included after adjustment to the area of public finance, to the area of local human service agencies, and the use of parks and recreation facilities. The City of Cheyenne, Wyoming does not have the resiliency to provide additional services for program-related demands.
- RESPONSE:** Human services and other family-related services are provided to military personnel by the Air Force through their own onbase agencies. Monitoring service demands from community-based service agencies as well as recreation services, for both military and civilian program-related personnel, during the Peacekeeper in Minuteman Silos program indicates no significant increases in demand for these services would be expected.
- 485 2 **ISSUE:** Mechanisms must be found to properly plan and monitor the program at a local level for the duration of the program.
- RESPONSE:** Noted.
- 485 3 **ISSUE:** Preparers of the Draft EIS must verify with Cheyenne, Wyoming officials their interpretation of information and data collected.
- RESPONSE:** Meetings between Air Force representatives and officials from the State of Wyoming and the City of Cheyenne were held prior to the publication of the Final EIS to review data and analyses.
- 485 4 **ISSUE:** There is no "state standard" pupil-to-teacher ratio in Wyoming, the standard was established by local planning criteria, in Cheyenne's case, the Laramie County School District No. 1. The District's planning objectives should be used to determine project related costs.
- RESPONSE:** EIS Section 4.2.1.2 has been revised, omitting the phase "state standard" and incorporating local planning criteria.
- 485 5 **ISSUE:** The majority of funds stated as being available for Laramie and Cheyenne County in Wyoming and the school district are already dedicated for specific purposes and could not be redirected to recover operating costs as suggested.
- RESPONSE:** EIS Sections 4.2.1.2. and 4.2.1.3 have been revised to reflect updated information.
- 485 6 **ISSUE:** The Draft EIS does not contain any information on material purchases, estimated sales tax payments, or impact assistance payments. Without such information, Cheyenne and other local officials cannot compare benefits and costs of the project.

RESPONSE: Material purchases are estimated at approximately \$4.4 million in constant 1986 dollars over the construction phase. Along with taxable retail sales purchases associated with program-related income gains, sales and use tax collections by the City of Cheyenne and Laramie County would total approximately \$550,000 over the 3-year construction period. Impact aid would generate an additional \$540,000 in constant 1986 dollars. Over the operations phase, these contributions would decline to approximately \$65,000 annually. Although property taxes and state-shared revenue from mineral royalties and severance taxes would not be affected by program activities, the increased population is projected to generate approximately \$250,000 annually in other revenues such as service charges, fines, fees, and vehicle license taxes, as examples. These program-related increases in revenues would be sufficient to meet expected expenditures over both the construction and operations phases of the program.

- 485 7 **ISSUE:** The Peacekeeper monitoring program should continue to be funded to continue into the Rail Garrison program.

RESPONSE: Monitoring has been identified as a possible mitigative measure in the Final EIS, and would be implemented, if necessary, to assist in the mitigation of potential significant impacts. Appropriate mitigation measures will be identified in the official record of decision for the Peacekeeper Rail Garrison program.

- 485 8 **ISSUE:** Additional program-related demands on elementary school facilities cannot be accommodated.

RESPONSE: EIS Sections 4.2.1.2 and 4.2.1.3 have been revised to reflect current district plans to increase facilities. Under the summary of impacts section it is noted that if new facilities are not forthcoming, education impacts may become significant.

- 485 9 **ISSUE:** The location of available housing or proposed housing needs to be established to determine specific school impacts.

RESPONSE: The number of available housing units in Cheyenne, Wyoming substantially exceeds program requirements. Since the Air Force cannot tell civilian or even military personnel where to live offbase, the determination of program-related school enrollments was assumed to follow existing distributions within the city.

- 485 10 **ISSUE:** The State of Wyoming and school district will be unable to absorb additional educational operating costs during peak year construction.

RESPONSE: Estimated contributions from the State Foundation Program (approximately \$1.0 million in the peak year and \$800,00 during operations) would represent less than a 1-percent increase in the State Foundation Program budget. Because Foundation Program contributions represent a major part of local school district revenues and are funded principally through mineral royalty, severance taxes, and property taxes (revenue sources which would not be affected by program activities), local school district impacts may become significant unless funding for Foundation Program expenditures are changed to capture benefits associated with program activities. EIS Section 4.2.13 has been revised to reflect this information.

- 485 11 **ISSUE:** The Department of Defense should commit to implementing mitigation measures as agreed to in the "Initial Year Mitigation Agreement" between the Intergovernmental Executive Impact Council and the Department of the Defense, such as payment of sales and use tax and recruitment of local labor force.

RESPONSE: It is the policy of the Air Force to make every effort practicable to avoid environmental impacts through careful design, siting, and construction of the Peacekeeper Rail Garrison system, as well as in activating the system for operation. Specific procedures and guidelines (referred to as Recommended Mitigation Measures) have been committed to by the Air Force to protect and restore environmental resources disturbed by program activity. Additional mitigations (referred to as Other Possible Mitigation Measures) are also available. Decisions on which mitigation actions will be implemented by the Air Force will be made after the Final EIS is filed and will be documented in one or more Records of Decision.

- 485 12 **ISSUE:** It is not true that impacts to local governments are not significant because "reserve funding levels" and "increased revenues" should be able to meet expected costs.

RESPONSE: References to reserve funding levels have been revised to reflect current information. Also see response to Document 485, Comment 6.

- 485 13 **ISSUE:** The program-related population increase is underestimated and the local hire rate is too high, unless the Air Force implements a local hire encouragement program as for the original Peacekeeper deployment.

RESPONSE: The Air Force plans to maximize participation of the local workforce in the construction of this project as it has previously done.

- 485 14 **ISSUE:** The service sector response shown in the Draft EIS is significantly lower than expected based on both the original Laramie County Economic Base Study and its recent update.

RESPONSE: Service sector responses are based on projected levels of program-related population immigration. Immigration estimates presented in the Draft EIS reflect the most recent information available with respect to local labor hiring practices, as presented in the Peacekeeper in Minuteman Silos monitoring program at F.E. Warren AFB, Wyoming.

- 485 15 **ISSUE:** Information distinguishing between rental units and owner occupied units is necessary to ensure that adequate housing is available to meet program-related demands.

RESPONSE: It has been agreed with local officials that adequate housing in the Cheyenne, Wyoming area will exist to house program-related immigrants.

- 485 16 **ISSUE:** Program-related transportation programs on already congested Randall Avenue/Interstate 25 interchange in Cheyenne, Wyoming should be mitigated along with current and projected north gate traffic.

RESPONSE: Potential mitigation measures are listed in the document including the possible opening of the north gate as additional access to F.E. Warren AFB, Wyoming (see EIS Section 4.2.3.5).

485 17 **ISSUE:** Only one percent of project expenditures are proposed for F.E. Warren AFB, Wyoming. Significant efforts should be made to transfer project expenditures to areas impacted by deployment to increase economic benefits of the project to impacted communities.

RESPONSE: The amount of expenditures occurring within a region is dependent upon the types of labor and materials available in the area and the contractors who successfully bid and are awarded the program contracts. These factors cannot be easily or fairly changed. Several of the mitigations presented in the Final EIS would result in greater local economic benefits.

485 18 **ISSUE:** The Draft EIS does not adequately analyze the impacts of the Rail Garrison program on Wyoming. The shortcomings may be corrected through the implementation of an intergovernmental planning process.

RESPONSE: The Air Force is working with the State of Wyoming to ensure valid and accurate environmental analyses of potential program impacts.

486 1 **ISSUE:** West Central Texas Municipal Water District salutes the Air Force for the accomplishment of a significant effort to evaluate an extremely complex proposal within the guidelines of current environmental and defense security law, policy, and supporting regulations.

RESPONSE: Noted.

486 2 **ISSUE:** The EIS should address concerns of appropriate pesticide and herbicide use on rights-of-way.

RESPONSE: The application of chemical pesticides and herbicides will not cause significant adverse environmental impacts. These chemicals are regulated by the Environmental Protection Agency and when applied in the prescribed concentration for their intended use, will not present unreasonable risks to the environment or human health affects.

487 1 **ISSUE:** The use of RADTRAN, HAZTRAN and the unidentified computer code used for air quality impact assessment should be justified.

RESPONSE: A discussion of the justification for their use is included in EIS Chapter 5.

487 2 **ISSUE:** EIS Table 5.4.6-1 should be expanded to include numerical risk quantification associated with each mishap along with the narrative statement of environmental effects.

RESPONSE: The quantification of risk is presented in Section 5.3 of the EIS.

488 1 **ISSUE:** The Draft EIS is unclear on Peacekeeper specific training which would be provided at F.E. Warren AFB, Wyoming.

RESPONSE: In addition to the general training activities (e.g., train simulators and training trains) described in Section 1.4.6 of the EIS, F.E. Warren AFB will be the location for the specific training facilities. The

Trainer and Instruction Facility will be used for the initial training of maintenance and operations personnel. The Missile Rail Trainer Facility will be used for training personnel in the removal and replacement of the reentry system and the missile guidance and control system. Also see response to Document 15, Comment 5.

- 488 2 **ISSUE:** Train deployment per garrison site was confusing in the Draft EIS. Clarification in the Final EIS would be helpful.

RESPONSE: EIS Section 4.1.2 has been revised to clarify train deployment.

- 488 3 **ISSUE:** Design of lighting systems should seek to reduce lighting impacts on residential areas. The EIS should address this.

RESPONSE: Lighting systems are still under preliminary design, and therefore can not be described at this time. It is expected that the system would present a nighttime glow in the sky similar to that now found at the Weapons Storage Area at F.E. Warren AFB, Wyoming.

- 488 4 **ISSUE:** The Final EIS will identify the preferred alternative. The effect of the cultural sites on the alternative selection should be identified in the Final EIS.

RESPONSE: The EIS evaluates effects of the alternatives on the environment (e.g., cultural sites), not the reverse. Impacts relating to all alternatives and options are identified in EIS Section 4.2.5.

- 488 5 **ISSUE:** The Region of Influence (ROI) has different significance if it is used to assess economics, labor market, transportation, and other issues. Remaining questions on this issue should be resolved before the Final EIS.

RESPONSE: ROIs were defined separately for each environmental resource in order to assess project impacts for the most appropriate area. These areas range from multistate and multicounty regions to site-specific locations within a community.

- 488 6 **ISSUE:** Any differences in the significance criteria to address transportation issues between the previous Peacekeeper EIS and this Draft EIS should be resolved before the Final EIS.

RESPONSE: The Region of Influence and significance criteria used for both the Peacekeeper in Minuteman Silos and Peacekeeper Rail Garrison are the same. Impacts would be rated significant if the level of service is reduced to a substandard level lower than C (see EIS Section 3.4.7).

- 488 7 **ISSUE:** Further clarification regarding water quality standards and impacts should be provided in the Final EIS. The project mitigation should identify that construction standards will be established to meet water quality standards.

RESPONSE: The significance criteria in EIS Section 3.8.7 have been modified to state that the potential for violation of state water quality standards is grounds for a significant impact. No federal surface water quality standards exist in the F.E. Warren AFB Region of Influence. The environmental analysis does address project water quality impacts. As stated in EIS Chapter 4, standard construction methods, including soil

stabilization measures and revegetation, plus best management practices have been assumed as basic mitigations to minimize construction water quality impacts. Specific construction standards to mitigate water quality impacts will be identified for each project component in the environmental plan developed by the specific contractors selected to construct the project. In addition, the plan will be reviewed by the program construction agent, the U.S. Army Corps of Engineers.

- 488 8 **ISSUE:** The Final EIS should include new housing information.
- RESPONSE:** Additional housing information, has been included in Section 4.2.1.2 of the EIS.
- 488 9 **ISSUE:** The Draft EIS needs to be modified to reflect enrollment, pupil-to-teacher ratios, and revenue and reserve data from School District No. 1. The Final EIS should reflect the new data and the resulting changes in impacts.
- RESPONSE:** New data have been incorporated in EIS Sections 4.2.1.2 and 4.2.1.3.
- 488 10 **ISSUE:** Employment, revenue, and reserve data for Cheyenne and Laramie County, Wyoming need to be updated and impacts reassessed.
- RESPONSE:** See EIS Sections 4.2.1.2 , 4.2.1.3, and 4.2.1.4 for revised text.
- 488 11 **ISSUE:** Impacts on the education system do not reflect cost impacts felt by the State School Foundation program. Enrollment Table 4.2.1-1 will generate demands and these impacts need to be discussed.
- RESPONSE:** Section 4.2.1.3 of the EIS has been revised to reflect this new information.
- 488 12 **ISSUE:** There is a program for expansion of wastewater service at the Dry Creek Plant. Other public utility coordination issues need to be coordinated with the City of Cheyenne, Wyoming.
- RESPONSE:** This information has been incorporated in EIS Section 4.2.2.2. Coordination of local utility issues will continue as necessary.
- 488 13 **ISSUE:** Public Service Commission of Wyoming feels that the actual impacts on gas and electric utilities will be less than that identified in the Draft EIS.
- RESPONSE:** The information was provided on gas and electric utilities by the local utilities and are presented in EIS Sections 4.2.2.3, 4.2.2.4 and 4.2.2.5.
- 488 14 **ISSUE:** Transportation issues are difficult to assess in the Draft EIS. The EIS should provide additional information such as: a) onbase projects currently being considered; b) current traffic use at the north gate and related level of service (LOS) on Central Avenue and Yellowstone Highway; and c) would LOS on Central Avenue be affected by north gate operations? Mitigation should include coordination with the City and the Wyoming Highway Department.

RESPONSE: LOS on Central Avenue will not be affected by north gate operations (see EIS Section 4.2.3.2). The Air Force will coordinate with the City and the Wyoming Highway Department on any traffic problems that may arise because of the program.

- 488 15 **ISSUE:** Is there any need to work with local land use planners to identify areas at risk (in the event of an accident) for future planning and zoning?

RESPONSE: For the north site option, adjoining land use plans are compatible with proposed project facilities. At the south site, proposed project facilities would be incompatible with the variety of proposed land uses indicated in the Cheyenne, Wyoming area development plan. The proposed restrictive easements would, however, preclude safety risks to residents (see EIS Section 4.2.4.3).

- 488 16 **ISSUE:** Is a second road access necessary at the south site option? If so, site impacts should address it.

RESPONSE: A second road access for the south site is not necessary.

- 488 17 **ISSUE:** Commentor concerned about the impact on irrigated land due to possible abandonment of Swan Reservoir if the south site garrison option at F.E. Warren AFB, Wyoming is chosen.

RESPONSE: The main portion of Swan Reservoir would be unaffected by the south site garrison option. However, a shallow, 6-acre, southern extension of the reservoir would probably be filled to accommodate the garrison site. The resulting loss in reservoir storage and possible effects on downstream irrigated land are now discussed in EIS Section 4.2.7.3.

- 488 18 **ISSUE:** The lower wind speed used in the accident modeling assumption reflects worst-case condition.

RESPONSE: Noted.

- 488 19 **ISSUE:** Will the Air Force work with state and local (safety) response coordinators to evaluate existing programs and identify needed program modifications?

RESPONSE: The Peacekeeper Rail Garrison program does not include training for state and local personnel. Also See response to Document 33, Comment 55.

- 488 20 **ISSUE:** Will joint training exercises be considered for state and local personnel?

RESPONSE: See response to Document 33, Comment 55.

- 488 21 **ISSUE:** Health and human service program impacts were not addressed in the Draft EIS.

RESPONSE: See response to Document 424, Comment 2.

- 488 22 **ISSUE:** Wyoming Game and Fish Department has made recommendations of mitigations for impacts on wildlife such as antelope.

RESPONSE: The recommendations of the Wyoming Game and Fish Department are addressed specifically in Document 488, Comments 25 through 29.

- 488 23 **ISSUE:** Mitigation plan for the Rail Garrison program must address issues such as payment of local sale and use taxes and methods of contracting. The mitigation plan should also address a monitoring plan.

RESPONSE: No significant impacts of this type from the Rail Garrison program at F.E. Warren AFB have been identified. Therefore no mitigation measures are proposed.

- 488 24 **ISSUE:** Cumulative impacts from Small ICBM deployment have not been evaluated by the Governor of Wyoming's Office, since a separate EIS would be completed for that program.

RESPONSE: Noted.

- 488 25 **ISSUE:** Commentor states that the EIS does not completely analyze environmental consequences of the Proposed Action. Significant adverse impacts on wildlife could result from secondary impacts of the project. The construction work force and Air Force personnel could have an impact on local territorial wildlife and habitat because of residential and road construction and increased demands on utilities and recreation resources. Disagrees with the assessment of low and not significant impacts.

RESPONSE: Locating the program at F.E. Warren AFB, Wyoming would cause a maximum increase of approximately 1,443 people in 1992, which represents a 2.6 percent increase in the existing population. Increasing the population will cause increased demand for various services (housing, water, and utilities); however, existing services would be able to accommodate the program-induced demand because of the small population increase expected. Therefore, habitat loss due to program-induced construction would be minimal. The increased demand for recreational resources may indirectly affect wildlife in the Region of Influence; however, it is unlikely that a 2.6 percent increase in the baseline population will have an adverse impact because many activities (e.g., hunting and fishing) are regulated and would be dispersed over a large area. Concurrent development of the Small ICBM program and the Peacekeeper program would not cause significant housing impacts because the Air Force would provide adequate housing for its personnel to offset potential shortages. It is not known at this time where the new housing units would be constructed.

- 488 26 **ISSUE:** North site - Commentor states that F.E. Warren AFB, Wyoming provides year-long habitat for mule deer, white-tailed deer, and antelope. Security fences will increase amount of habitat lost and increase mortality as a result of collisions, entrapment, etc. The Proposed Action will reduce available habitat.

RESPONSE: Construction for the program at the north site would affect approximately 296 acres of which 83.9 acres have been developed for other Air Force uses and 175 acres have been disturbed by explosive ordnance disposal area clearance activities. Pronghorn and mule deer would be affected by construction and operation activities including disruption of daily/seasonal behavior, displacement to adjacent habitats, and loss of habitat. These impacts would be low because of the small

amount of undisturbed habitat that would be affected and the existing level of disturbance on the north site. Displacement of animals may increase competition and mortality because adjacent habitats may be at carrying capacity; however, the degree of competition and mortality would be dependent on the amount of habitat lost and whether the disturbance is temporary or permanent. Entrapment of pronghorn and deer during construction of security fences may occur, but is expected to be an infrequent occurrence. In addition, collisions between deer/pronghorn and vehicles are also expected to be infrequent. White-tailed deer do occur onbase, but are confined primarily to riparian habitats along Crow and Diamond Creeks, which will not be affected by the program. No white-tailed deer habitat occurs in the direct impact area of the north site. It is noted that mule deer, white-tailed deer and antelope are not threatened or endangered species.

- 488 27 **ISSUE:** South Site - Commentor states that mule deer, antelope and white-tailed deer herds will be affected by the project on the south site of F.E. Warren AFB, Wyoming. The project will affect grassland, wetland, and intermittent stream habitat. Security fences may deny wildlife access to water and result in additional loss of big game habitat. Increased losses of big game may occur due to collisions with vehicles, fence entrapment, etc. Fencing may funnel antelope between site and freeway and result in increased winter mortality.

RESPONSE: Construction of the program at the south site would disturb approximately 167 acres of grassland habitat, which is used by pronghorn. Mule deer may also occasionally occur in the area. White-tailed deer occur primarily in woodland and riparian habitats. These latter habitat types do not occur on the south site; consequently, white-tailed deer are not likely to be affected by the program. Impacts on the pronghorn and mule deer would include disruption of daily/seasonal behavior, displacement to adjacent habitats, and loss of habitat. Displacement of animals may increase competition and mortality because adjacent habitats may be at carrying capacity; however, the degree of competition and mortality would be dependent on the amount of habitat lost and whether it is temporary or permanent. Increased mortality may also occur due to animal/vehicle collisions and from entrapment during construction; however, these occurrences are expected to be infrequent. Big game animals trapped within security fences would be removed from the enclosures. Pronghorn winter mortality resulting from entrapment would be minimal. Locating the program at the south site would disturb 6 acres of reservoirs. Elimination of these water sources would affect wildlife in the immediate area; however, several other reservoirs and ponds occur in the vicinity of the south site (see EIS Figure 4.2.6-1) and would be adequate to support wildlife. Construction of security fences around the garrison area would not deny wildlife access to vital water sources, nor would it restrict access to their former ranges.

- 488 28 **ISSUE:** Impacts on threatened and endangered species - Commentor stated that construction could destroy nesting habitat for burrowing owls, nest trees or sites for Swainson's and ferruginous hawks, and dens of northern swift fox. These species may occur on one or both sites. EIS Table 4.2.6-1 lists the northern swift fox incorrectly as a federally listed species. It is a candidate species. A swift fox den has been documented in the area adjacent to the south site of F.E. Warren AFB, Wyoming.

RESPONSE: Construction activities at either site may affect the burrowing owl (state-sensitive) and swift fox (federal candidate) including destruction of nests/dens, disruption of daily and seasonal behavior, displacement to adjacent habitats, loss of habitat, and increased mortality. A documented swift fox den is located approximately three miles west of the south site (Section 12, T12N, R68W). This den would not be affected by construction or operational activities. The Swainson's and ferruginous hawks may be affected by construction and operation activities (disruption of feeding and displacement); however, impacts on nesting sites would not occur because no trees will be removed at either site. In addition, no nest sites are known to occur immediately adjacent to either site.

- 488 29 **ISSUE:** Commentor suggests that all wetlands, ponds, and reservoirs be replaced in kind on or adjacent to the project site at F.E. Warren AFB, Wyoming.

RESPONSE: The Air Force will develop a site specific mitigation plan to mitigate the loss of any wetlands and aquatic habitats resulting from deployment of the proposed program at F.E. Warren AFB. This plan would be prepared as per the requirements in Section 404 of the Clean Water Act and in cooperation with the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and other interested local, state, and federal agencies. Mitigation of these lost habitats would be on or adjacent to the project area where possible (see EIS Section 4.2.6).

- 488 30 **ISSUE:** Commentor suggests that the Air Force mitigate the loss of 200 acres of wildlife habitat in-kind with an objective of no net loss of noncritical habitat. Commentor also suggests that additional mitigative measures might be needed if daily and seasonal movements of big game are affected by the program.

RESPONSE: Locating the proposed program at the north site option of F.E. Warren AFB, Wyoming would affect 295.6 acres of land of which 261.7 acres have been disturbed by previous activities. Only 33.9 acres of habitat (i.e., grassland and nonforested wetlands) are relatively undisturbed at the north site. Locating the proposed program at the south site option would affect 287.7 acres of land of which 117 acres have been previously disturbed. About 170.7 acres of habitat (i.e., grassland, nonforested wetlands, and reservoirs) are relatively undisturbed at the south site. Loss of wildlife habitats at either site would not adversely affect wildlife populations in the area, consequently, the Air Force does not anticipate mitigating for the loss of these habitats, except for wetlands as required by Section 404 of the Clean Water Act. Additionally, locating the proposed program at either site would not adversely affect the distributional patterns of any big game species; therefore, the Air Force does not anticipate mitigations for this type of potential impacts to big game species (see EIS Section 4.2.6.3 and Table 4.2.6-2).

- 488 31 **ISSUE:** Commentor suggests that the Air Force mitigate the loss of raptor nests or nest trees, water resources, and wetlands by replacing these habitat features on nearby sites.

RESPONSE: Field surveys on the north and south sites of F.E. Warren AFB, Wyoming in 1988 indicated that there are no trees on either site that would be lost due to program activities. Additionally, no known nest sites occur adjacent to either site; therefore, the program would not affect

raptor nesting activities. The Air Force would prepare a site specific mitigation plan to mitigate the loss of any wetlands and aquatic habitats due to program activities. This plan would be prepared as per requirements in Section 404 of the Clean Water Act and in cooperation with the U.S. Army Corps of Engineers, Environmental Protection Agency, and other interested local, state, and federal agencies. Mitigation of these habitats would be on or adjacent to the project area where possible (see EIS Section 4.2.6.3).

- 488 32 **ISSUE:** Commentor suggests that range fences constructed due to the program be three-strand fences, 45 inches high. If four-strand fences are built, the bottom wire should be smooth and 16 inches above the ground. Four-strand fences should also be 45 inches high.

RESPONSE: The Air Force does not anticipate constructing any range fences; however, a double chain link security fence would be constructed around the proposed garrison for security purposes. If range fences are constructed, the Air Force would adhere to the requirements outlined in the above issue.

- 488 33 **ISSUE:** Commentor suggests that the Air Force inventory the proposed sites for raptor nests and swift fox dens. Mitigation plans should also be prepared if any nests or dens are located.

RESPONSE: Field surveys in 1988, on the north and south sites of F.E. Warren AFB, Wyoming, indicated that there were no trees on either site; therefore, the program would not affect raptors which require trees for nesting activities. The nearest known swift fox den is located approximately three miles west of the south site (Section 12, T13N, R68W) and would not be affected by construction activities (see EIS Section 4.2.6.3). Field surveys for presence of nests of ground-nesting raptors and surveys for swift fox dens will be conducted and coordinated with state and federal agencies prior to construction.

- 488 34 **ISSUE:** Commentor suggests that the Air Force provide additional access to land for recreational activities (e.g., hunting, fishing, and nonconsumptive uses of wildlife). About 50 square miles should be made available if only the MX Rail Garrison program is developed, or 150-200 square miles if the Small ICBM program is developed concurrently.

RESPONSE: The Air Force does not anticipate providing additional public access to land for recreational purposes.

- 488 35 **ISSUE:** Commentor suggests that the Air Force reimburse the Wyoming Game and Fish Department for the cost of removing any big game animals trapped within security fences constructed for the proposed program.

RESPONSE: The Air Force would reimburse the Wyoming Game and Fish Department for the cost of removing any big game animals that become trapped within security fences constructed for the proposed program.

- 488 36 **ISSUE:** Commentor provided explanation of School Foundation Program and stated concern that Impact Assistance Tax payments are not an appropriate revenue source to mitigate increased school attendance.

RESPONSE: Noted.

488 37 **ISSUE:** Water resources were fairly well covered in the Draft EIS. Water supply for the irrigated lands supplied from Swan Reservoir was not addressed for south site of F.E. Warren AFB, Wyoming.

RESPONSE: See response to Document 488, Comment 17.

488 38 **ISSUE:** It does not appear that the Proposed Action will produce a significant impact on the water resources of the Cheyenne, Wyoming area.

RESPONSE: Noted.

488 39 **ISSUE:** The Regional Recreation Monitoring Program report completed in March 1987 (University of Wyoming) concluded that the Peacekeeper population has little impact on the recreation resources of the area of influence. The Rail Garrison will also have little impact on recreation resources.

RESPONSE: See response to Document 3, Comment 1.

488 40 **ISSUE:** Additional staff and resources will be needed in the Division of Public Assistance and Social Services due to program-related immigration.

RESPONSE: See response to Document 424, Comment 2.

488 41 **ISSUE:** Commentor questions whether accident scenarios have been properly addressed. For example, a collision of a Peacekeeper train and a commercial train carrying dangerous materials.

RESPONSE: The possibility of secondary impacts such as hazardous material spills that might result from a collision with a commercial train were assessed in the safety analysis. Those secondary impacts were difficult to quantify, but were estimated to be small compared to the primary impacts. Though they were not specifically included in the risk figures in Chapter 5 of the EIS, they are small enough that their omission from those figures does not alter the conservative quality of the analysis.

488 42 **ISSUE:** Commentor concerned that housing in Cheyenne, Wyoming will be filled up before the program begins.

RESPONSE: The Air Force is committed to providing suitable housing for its personnel. Should the local housing market be unable to meet military needs, the Air Force would provide these units through one of the options available to it (see EIS Chapter 4). The Air Force will continue to monitor the local housing market to determine if additional units should be built.

488 43 **ISSUE:** The population increases of 7.5 percent and 13 percent would occur in Cheyenne, Wyoming due to Peacekeeper Rail Garrison. The demands for services would increase by a like amount.

RESPONSE: The referenced increases refer to the cumulative effects of concurrent deployment of the Peacekeeper Rail Garrison and the Small ICBM programs. See EIS Section 4.2.1.3 for the impacts of the Peacekeeper Rail Garrison program and EIS Section 4.2.1.5 for cumulative effects of the two programs.

488 44 **ISSUE:** The Wyoming Department of Health and Human Service does not feel the program will provide or cause any degradation of health in Cheyenne, Wyoming.

RESPONSE: Noted.

488 45 **ISSUE:** Permits to construct at F.E. Warren AFB, Wyoming must be obtained for certain types of sediment control structures, and for sewer line extensions to serve facilities. Impacts due to soil erosion have not been adequately addressed. Erosion and water quality statements in the Draft EIS are confusing, if not contradictory.

RESPONSE: A discussion held with personnel from the Wyoming Department of Environmental Quality determined that no special construction permit was required with respect to water quality. If constructed, water and sewer line permits would be obtained. Estimates of construction-induced sedimentation from the proposed Rail Garrison sites are provided in Section 4.2 of the EIS. Also see response to Document 422, Comment 4.

488 46 **ISSUE:** Regulations of the National Historic Preservation Act and Advisory Council (36 CFR § 800) call for survey, evaluation and protection of significant historic and archeological sites prior to any disturbance. There are no objections to the project if procedures established in regulations are followed. Specific comments will be provided to the Air Force after review of the cultural resource report.

RESPONSE: The Air Force has been coordinating data acquisition efforts with the Wyoming State Historic Preservation Officer since the program was announced early this year. The Air Force will continue to consult with your staff throughout the report preparation phase of work. The results of the recent field investigations in impact areas identified in the EIS are in completed draft form. However, as requested, additional archival research relating to previous years' studies is presently underway. As requested, the results of the archival work are being combined with the recent field studies into a single report. The estimated completion date for the final combined report is January 1989.

488 47 **ISSUE:** State and localities will not realize "the normal benefits" associated with Peacekeeper Rail Garrison in the absence of a mitigation agreement.

RESPONSE: See response to Document 488, Comment 23.

488 48 **ISSUE:** The socioeconomic Region of Influence (ROI) should be limited to Laramie County in Wyoming. The inclusion of Larimer and Weld counties skews the baseline analysis.

RESPONSE: Larimer and Weld counties were included in the ROI because they would likely supply an appreciable amount of labor and materials to the program.

488 49 **ISSUE:** Commentor disagrees with baseline population projections as supplied by Wyoming Department of Fiscal Control.

RESPONSE: Discussion with local officials have yielded a more conservative population projection which was incorporated into the baseline analysis. Also see Section 4.2.1.2 of the EIS.

- 488 50 **ISSUE:** The EIS baseline underestimates secondary job creation.
- RESPONSE:** Estimating procedures have been calculated with historic data to assure forecasts that are as accurate as possible.
- 488 51 **ISSUE:** The Draft EIS assumes a baseline population that apparently does not vary with employment opportunities locally available. What is needed is an analysis of labor force, employment demand, employment supply, unemployment, population, etc., with and without the proposed project in Laramie County, Wyoming.
- RESPONSE:** Baseline population estimates have been revised based on discussions with local officials (see EIS Section 4.2.1.3). Labor force and employment analyses are presented in EIS Sections 4.2.1.3 and 4.2.1.4.
- 488 52 **ISSUE:** A linear relationship between population and housing needs, school enrollments, public services and local government services and expenditures is inappropriate.
- RESPONSE:** The linear relationship was only used to determine an overall level of impact, not significance. To determine significance, estimates of household sizes, accompaniment rates, pupil/worker ratios, public service demand rates, and public expenditure and revenues per worker were evaluated by worker type. These demands were then compared to projected supplies and shortages/shortfalls were identified. These shortages/shortfalls determine significance (see EIS Sections 4.2.1.3, 4.2.1.4, and 4.2.1.5).
- 488 53 **ISSUE:** A more rigorous approach and analysis of economic effects are needed before legitimate conclusions can be drawn.
- RESPONSE:** The EIS analysis uses detailed information regarding the Peacekeeper Rail Garrison program labor and material requirements and regional input - output models developed for each of the proposed garrison locations. The models were developed using the most recent economic data available for each region.
- 489 1 **ISSUE:** Commentor opposed to Rail Garrison at Grand Forks or Minot AFBs, North Dakota because of the likelihood of derailment and the danger presented by ignition of missile fuels.
- RESPONSE:** The likelihood and consequences of such an accident are described in Sections 5.3 and 5.4 of the EIS.
- 490 1 **ISSUE:** Commentor opposed to Rail Garrison MX-bearing train at Grand Forks and Minot AFBs, North Dakota for its inherent dangers as derailment, possible fuel explosion, and toxic gas clouds.
- RESPONSE:** The likelihood and consequence of such an accident are described in Sections 5.3 and 5.4 of the EIS. Also see response to Document 24, Comment 2.
- 491 1 **ISSUE:** The EIS needs to more fully address rail safety because of heavier loads on the tracks which increase the chance of accidents.
- RESPONSE:** See response to Document 33, Comment 74.

- 491 2 **ISSUE:** The EIS needs to more fully address decommissioning weapons.
RESPONSE: See response to Document 33, Comment 63.
- 492 1 **ISSUE:** A Congressional Budget Office report in November 1987 said that in any credible attack scenario, even with no warning, the United States would have remaining about 3,700 warheads capable of returning the attack. With warning, the figure jumped to 8,200 warheads. Given these figures, what is the need for an additional 500 counterforce (first-strike) warheads in maintaining our deterrence?
RESPONSE: See response to Document 3, Comment 1.
- 492 2 **ISSUE:** The Draft EIS does not define adequately the criteria under which the trains would be deployed. "National need" is hardly adequate for the public or Congress to evaluate how often the system would leave the garrison, therefore, please address if there can be an effective analysis of the risk measurements that are based on the numbers of rail miles traveled.
RESPONSE: To estimate the total risk over the life of the system requires making an assumption about how long the trains will be dispersed because of crises like the Cuban Missile Crisis and the 1973 Middle-East War and compare that to the one-month dispersal risk figures in the EIS. Also see response to Document 33, Comment 98.
- 492 -3 **ISSUE:** The Department of Defense briefing implied that MX Rail Garrison could be later turned into a continuously mobile system. Is this a possibility? Do Air Force contingency plans include such a plan? What would such a plan do to the risk assessment section of the Draft EIS?
RESPONSE: See response to Document 404, Comment 23.
- 492 4 **ISSUE:** Will this document serve as the EIS on the Midgetman missile system which this Draft EIS (June 1988) said "up to 150 single warhead missiles will be based with the Rail Garrison from 1992-97." Address completely the possible double impact for Cheyenne, Wyoming.
RESPONSE: In December 1986, President Reagan selected Malmstrom AFB, Montana and F.E. Warren AFB, Wyoming as potential main operating bases for the Small ICBM program. In this EIS, the cumulative impacts of the two programs are evaluated assuming concurrent deployment of the Peacekeeper Rail Garrison and Small ICBM programs (see EIS Sections 4.2 and 4.9). This document will not serve as the EIS for the Small ICBM program. Another EIS will be prepared if the Small ICBM program is implemented at F.E. Warren AFB.
- 493 1 **ISSUE:** Commentor supports Minot AFB, North Dakota as the site for Rail Garrison because of the need for defense and recognizes the importance of the Rail Garrison program.
RESPONSE: See response to Document 3, Comment 1.
- 494 1 **ISSUE:** Commentor opposed to nuclear weapons and feels the Rail Garrison plan is poorly conceived.

RESPONSE: See response to Document 3, Comment 1.

- 495 1 **ISSUE:** The Burlington Northern railroad tracks in Montana are susceptible to sabotage.

RESPONSE: See response to Document 6, Comment 2.

- 495 2 **ISSUE:** The risks of aerosolization of plutonium are not adequately addressed. What would happen to the individual on the train or in the immediate area? The half-life of plutonium and risks of long-term exposure are not addressed. How many Curies are in each missile?

RESPONSE: The risks to human health are addressed in Chapter 5 in the EIS. Revisions and editing for the Final EIS have made the discussion clearer. Because the half-life of plutonium is very long (24,390 years), contamination would be considered a serious problem and cleanup would be required. The number of Curies per missile is not discussed for security reasons. However, the quantity that can be expected to be dispersed, is presented in EIS Figures 5.4.4.1 and 5.4.4.2.

- 495 3 **ISSUE:** This project is too expensive to be funded in an era when our government must consider a variety of other priorities.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 495 4 **ISSUE:** Commentor opposes the Rail Garrison program but believes in a strong defense system including the ICBM system and supports the military colleagues at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

- 496 1 **ISSUE:** Notice of the hearing was inadequate to reasonably reach the general and interested public. Chester, Montana is downwind of the silos and is on the main line of the Burlington Northern Railroad and better notice should have been given in our area.

RESPONSE: See response to Document 33, Comment 53.

- 496 2 **ISSUE:** There should have been more hearings in Montana. All of the areas and towns on the Burlington Northern lines and rail link lines that would be used should have been notified and received a hearing.

RESPONSE: See response to Document 34, Comment 11.

- 496 3 **ISSUE:** It was not reasonable to have one EIS for all of the areas involved since to do so meant that the EIS could not reasonably and fairly cover the subjects required by the National Environmental Policy Act.

RESPONSE: The large geographical area coverage caused the EIS to be extraordinarily long, but there has not been any identification of inadequate coverage of any particular areas.

- 496 4 **ISSUE:** Adequate time was not given to the public to present their testimony. Some groups were not allowed to complete their statement denying fair presentation to present their views. The Air Force presented their views.

RESPONSE: See response to Document 33, Comment 53.

- 496 5 **ISSUE:** The document does not properly inform the involved public of the nature of the project and of the environmental effects as required by National Environmental Policy Act. There was no description of the tracks that would be used in an emergency. We have no idea what areas are involved.

RESPONSE: In the event of a dispersal of the trains in a time of national need, virtually all railroad track would be considered available to dispersing trains. There is nothing in the Proposed Action or EIS which specifies track to be used in an emergency. The impacts of potential accidents are described in EIS Section 5.5.

- 496 6 **ISSUE:** No mention was made of the half-life of plutonium which I believe is about 40,000 years.

RESPONSE: The half-life of plutonium 239 is 24,390 years, which means that it would not degrade appreciably in a human lifetime. Accordingly, plutonium contamination is considered a very serious consequence. The response and cleanup procedure which recognize the seriousness of a release are described in Chapter 5 of the EIS.

- 496 7 **ISSUE:** The computer studies of the spreading of the contaminants should there be an accident were inaccurate in that the basic assumptions were not accurate. This includes wind velocity and elevation.

RESPONSE: The meteorological conditions used in the safety analyses are hypothetical. They were selected to provide a "worst case" situation, that is, one which would pose the worst risk to the largest area. They are not "accurate" for any particular area. If the conditions vary from those used in the analyses, the consequences would generally be less serious.

- 496 8 **ISSUE:** The EIS did not consider the scenario of an attack by submarine located off the coast of Washington in which case there would be only about 15 minutes warning. What would happen? Would the general public be in more danger in such a case if the missiles were located in Great Falls, Montana?

RESPONSE: Issues of wartime use are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 497 1 **ISSUE:** The U.S. Forest Service concurs with the Draft EIS assessment of impacts on threatened and endangered species in the Wurtsmith AFB, Michigan vicinity.

RESPONSE: Noted.

- 497 2 **ISSUE:** The U.S. Forest Service concurs with further study of loss of wetlands but feels the loss is negligible because there are several thousand acres of wetland along the entire Au Sable River under their management.

RESPONSE: The Au Sable River Floodplain in the vicinity of the proposed rail route (immediately south of the Wurtsmith AFB, Michigan flightline) was surveyed and evaluated according to U.S. Fish and Wildlife Service (USFWS) wetland delineation methodology. The area met the USFWS

criteria for wetlands, and was judged to have high habitat value by field personnel. In addition, concern for the potential fill of this area was expressed by the Michigan Department of Natural Resources (DNR) in Lansing and the Lansing District USFWS during consultations with these agencies. If the Rail Garrison program is implemented at Wurtsmith AFB, the Michigan DNR will be the primary reviewer of the permit application for wetland fill. Because of the legal protection given to wetland by three Michigan state laws, the concern this issue has elicited from key state and federal agencies, and the quality of the habitat in question, it was determined that disturbance of 3.2 acres in this area would be a moderate and significant impact.

- 497 3 **ISSUE:** The U.S. Forest Service is unaware of any bald eagles occupying the area 0.5 mile west of Allen Lake on the southbank of the Au Sable River at this time.

RESPONSE: The source of the information presented in EIS Table 4.12.6-1 (pertaining to the distribution of the bald eagle) is the Michigan Natural Features Inventory. The Rail Garrison program is not expected to have any direct impact on bald eagles; however, it is considered important to include, as baseline information, the historical locations of federally listed threatened and endangered species in the general region, even though there is only a remote possibility that they may be sighted in the area today.

- 497 4 **ISSUE:** The mitigation measures identified for the program in Michigan appear to satisfactorily address the projected impacts on the biological resources of this project.

RESPONSE: Noted.

1.2.2 Oral Comments

For individuals who provided oral testimony which addressed issues contained in written comments or testimony submitted, the reader is referred to the written documents in Section 2 and the issues and responses in Section 1.2.

- 500 1 **ISSUE:** Public hearing comment by the Honorable Don Erickson.
RESPONSE: See Document 485.
- 500 2 **ISSUE:** Public hearing comment by Alan Edwards.
RESPONSE: See Document 422.
- 500 3 **ISSUE:** Public hearing comment by Janet Whitehead.
RESPONSE: See Document 419.
- 500 4 **ISSUE:** Public hearing comment by Ed Warsaw.
RESPONSE: See Document 418.
- 500 5 **ISSUE:** Commentor supports the program at F.E. Warren AFB, Wyoming because the benefits derived from the program far exceed any minimal environmental impact.
RESPONSE: Noted.
- 500 6 **ISSUE:** Commentor against further delays in procuring missiles. The military should have the best weapons available to protect the United States.
RESPONSE: See response to Document 3, Comment 1.
- 500 7 **ISSUE:** The Union Pacific Railroad has reviewed the proposed project at F.E. Warren AFB, Wyoming from a railroad operations standpoint and can not see any adverse environmental impacts whatsoever.
RESPONSE: Noted.
- 500 8 **ISSUE:** Public hearing comment by Sharon Breitweiser.
RESPONSE: See Document 453.
- 500 9 **ISSUE:** How will the Air Force mitigate the effects on the national historic sites on F.E. Warren AFB, Wyoming.
RESPONSE: In 1984, a Programmatic Agreement was signed by the Wyoming State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), and the Air Force for the preservation and mitigation of cultural resources at F.E. Warren AFB. A Cultural Resources Management Plan was finalized in 1984 and provides detailed guidelines on the treatment of cultural resources. Avoidance is the preferred treatment for all cultural resources; however, if avoidance is not possible, data-recovery plans and various architectural treatments would be implemented. Program alteration or modification of any historic structure within the National Register District or National Historic

Landmark would be mitigated by following the guidelines for maintaining architectural integrity established in the Cultural Resources Management Plan. Additional standing structures may require archival research and documentation according to the Historic American Building Survey or the Historic American Engineering Record standards for historic structures. Appropriate site treatments are determined in consultation with the SHPO, ACHP, and the base Historic Preservation Coordination Committee.

500 10 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming.

RESPONSE: See response to Document 3, Comment 1.

500 11 **ISSUE:** Commentor feels rails are structurally unreliable during extreme temperatures so entire program is absolutely idiotic.

RESPONSE: See EIS Section 5.2.3.

500 12 **ISSUE:** What will be the impact of not building any more MX missiles?

RESPONSE: See response to Document 37, Comment 15.

500 13 **ISSUE:** What will be the impact on the global environment of removing and disassembling all ground based ICBMs?

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

500 14 **ISSUE:** Impacts of reduced funding for competing nonmilitary programs should be discussed.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

500 15 **ISSUE:** Commentor questioned survivability and first-strike capability of the MX.

RESPONSE: See response to Document 3, Comment 1.

500 16 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming.

RESPONSE: See response to Document 3, Comment 1.

500 17 **ISSUE:** Public hearing comment by Sister Rosella Hehn.

RESPONSE: See Document 301.

500 18 **ISSUE:** Commentor requests that the people of Cheyenne, Wyoming be kept posted in regard to the Peacekeeper Rail Garrison.

RESPONSE: Decisions on deployment of the Peacekeeper Rail Garrison program will be made by the President and Congress. Appropriate public notification will be made at that time.

500 19 **ISSUE:** Who is going to supervise track maintenance?

- RESPONSE:** See response to Document 15, Comment 3.
- 500 20 **ISSUE:** Commentor supports the program at F.E. Warren AFB, Wyoming.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 21 **ISSUE:** Commentor concerned that the more missiles we have, the more problems we have with being attacked by our enemies.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 22 **ISSUE:** Commentor concerned about an accident resulting in spilling and possible ignition of fuel.
- RESPONSE:** See EIS Sections 5.3 and 5.4.
- 500 23 **ISSUE:** If 3,000 feet of clearance is needed for safety reasons, what about the homes in Laramie, Wyoming that are less than 3,000 feet from the railroad?
- RESPONSE:** See response to Document 50, Comment 28.
- 500 24 **ISSUE:** Commentor concerned about mental stress caused by becoming a greater target.
- RESPONSE:** See response to Document 5, Comment 14.
- 500 25 **ISSUE:** Commentor concerned that this program is more vulnerable than placing missiles in silos and makes us more prone to first strike from the Soviet Union.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 26 **ISSUE:** Public hearing comment by Darryl Miller.
- RESPONSE:** See Document 417.
- 500 27 **ISSUE:** Public hearing comment by Richard Moore.
- RESPONSE:** See Document 485.
- 500 28 **ISSUE:** Community should not tell their Commander in Chief what to do.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 29 **ISSUE:** What is the need for an additional 500 counterforce or first-strike warheads in maintaining our deterrence?
- RESPONSE:** See response to Document 3, Comment 1.
- 500 30 **ISSUE:** The Draft EIS does not adequately define the criteria under which trains would be deployed. National need is hardly adequate to evaluate how often the system would leave the garrison.
- RESPONSE:** See response to Document 33, Comment 98.

- 500 31 **ISSUE:** There cannot be an effective risk assessment without knowledge of number of rail miles traveled per year.
- RESPONSE:** Estimated rail travel distances are shown in EIS Table 5.3.1-6.
- 500 32 **ISSUE:** Would the system become continuously mobile in the future? How would that change the risk assessment in the Draft EIS?
- RESPONSE:** See response to Document 404, Comment 23.
- 500 33 **ISSUE:** Will this document serve as the Midgetman EIS?
- RESPONSE:** No.
- 500 34 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming because it makes economic sense.
- RESPONSE:** Noted.
- 500 35 **ISSUE:** Commentor concerned about the government's record on safety in light of the Space Shuttle, Three Mile Island, and the explosion in Utah.
- RESPONSE:** The safety of the system is analyzed in Chapter 5 of the EIS.
- 500 36 **ISSUE:** Commentor wants scenarios clarified as to the number of bases and number of trains at each base.
- RESPONSE:** The decision has not yet been made as to the number of installations at which the system will be deployed and the number of trains to be deployed at each installation.
- 500 37 **ISSUE:** The EIS should address the effects on the economy if the scientists and engineers employed in developing the missiles were employed in the civilian economy.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 500 38 **ISSUE:** How can security be maintained over hundreds of thousands of miles of track?
- RESPONSE:** See response to Document 37, Comment 7.
- 500 39 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming because it is economically feasible.
- RESPONSE:** Noted.
- 500 40 **ISSUE:** How much did the EIS cost?
- RESPONSE:** The entire EIS process and associated hearings will cost approximately \$9 million.
- 500 41 **ISSUE:** Was a similar study done prior to the Peacekeeper coming to F.E. Warren, AFB, Wyoming?

RESPONSE: An EIS for the Peacekeeper in Minuteman Silos program was completed in January 1984.

500 42 **ISSUE:** The money spent on the EIS could have been better spent by buying a few more Peacekeepers.

RESPONSE: An EIS is required by the National Environmental Policy Act for major federal actions significantly affecting the human environment.

500 43 **ISSUE:** Public hearing comment by Sydney Spiegel.

RESPONSE: See Document 421.

500 44 **ISSUE:** Commentor states that the proposed project should not adversely impact the greater Cheyenne, Wyoming area from the position of undue burden of the community's infrastructure, facilities, and services.

RESPONSE: Noted.

500 45 **ISSUE:** Commentor concerned that traffic on Randall Avenue during the construction phase will create congestion and have potential accidents, whether the north or south alternative at F.E. Warren AFB, Wyoming is selected.

RESPONSE: EIS Sections 4.2.3.2, 4.2.3.3, and 4.2.3.4 discuss new data reflecting the problem at the Randall Avenue Interchange.

500 46 **ISSUE:** In regard to housing, the Air Force should take a more affirmative role in ensuring that the private sector at the local level be induced in meeting the identified housing demand both on and offbase of F.E. Warren AFB, Wyoming.

RESPONSE: The housing analysis concludes that housing demands generated by the Proposed or Alternative Actions can be met by existing vacancies within the local housing stock. Only under cumulative impacts is there the need for increases in the housing supply to meet program related demand. The Air Force is committed to letting the local market supply these units. Only if these excess demands would disrupt the market will the Air Force step in to ensure available housing through Military Construction Program funding or other housing programs (i.e., 801 housing).

500 47 **ISSUE:** The Air Force should ensure that Cheyenne, Wyoming is provided with the means to mitigate identified impacts which might occur in the local education system.

RESPONSE: It is the policy of the Air Force to make every effort practicable to avoid environmental impacts through careful design, siting, and construction of the Peacekeeper Rail Garrison system, as well as in activating the system for operation. Specific procedures and guidelines (referred to as Recommended Mitigation Measures) have been committed to by the Air Force to protect and restore environmental resources disturbed by program activity. Additional mitigations (referred to as Other Possible Mitigation Measures) are also available. The appendix to the EIS summarizes both types of mitigation measures. Decisions on which mitigation actions will be implemented by the Air Force will be made after the Final EIS is filed and will be documented in one or more Records of Decision.

- 500 48 **ISSUE:** To ensure long-term economic benefits to Cheyenne, Wyoming, the Air Force should consider mechanisms whereby business development which occurs from this program generates localized opportunities.
- RESPONSE:** Program-related outlays for materials and payrolls will have a positive economic effect on the local economy. The Air Force, operating within the procurement guidelines, supports the effort of local businesses to bid for contracts let out for this program.
- 500 49 **ISSUE:** Public hearing comment by Eileen Starr.
- RESPONSE:** See Document 415.
- 500 50 **ISSUE:** Would Wyoming become a prime target? What provisions will the Air Force make to inform the public and provide for their safety?
- RESPONSE:** The issue of enemy threat is beyond the scope of this EIS. Warnings and provisions for safety are the responsibility of existing civil defense agencies. Also see response to Document 33, Comment 55.
- 500 51 **ISSUE:** What can be done for the elderly or children in Cheyenne, Wyoming who may not have radios? Can they be protected in time from incoming missiles?
- RESPONSE:** See response to Document 500, Comment 50.
- 500 52 **ISSUE:** Will roads leading to F.E. Warren AFB, Wyoming be given priority over other roads for snow removal?
- RESPONSE:** Roads leading to the base would not be given priority in maintenance and snow removal activity of the city.
- 500 53 **ISSUE:** If a missile is launched, will these railroad tracks be destroyed, preventing future use of the rail system and will there be ensuing fires?
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 500 54 **ISSUE:** With a 30-minute launch time for Russian missiles and the 2-3 hours to get trains underway, missiles have to be fired from the base. Can you explain the logic of this?
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 500 55 **ISSUE:** Will workers on trains be tested for alcohol and drug abuse?
- RESPONSE:** With respect to nonmilitary civilian personnel, this concern is still to be determined between the Air Force and the railroads. Also see response to Document 15, Comment 4.
- 500 56 **ISSUE:** Will workers and members of the military crew on trains be given hazardous duty pay and be under the Human Reliability Program?
- RESPONSE:** Air Force personnel will be compensated according to existing grade/rank and length of service schedules and will be subject to

a Personnel Reliability Program (see response to Document 15, Comment 4 and Section 5.1.2 of the EIS) with respect to nonmilitary civilian personnel, these concerns are still to be determined between the Air Force and the railroads.

- 500 57 **ISSUE:** Who has authority when trains are going through towns?
- RESPONSE:** Unless martial law is declared, the military has no authority outside of any military installations. Also see response to Document 33, Comments 8 and 12.
- 500 58 **ISSUE:** How will the Missile Assembly Building be camouflaged at F.E. Warren AFB, Wyoming?
- RESPONSE:** Its proposed location has been moved from the eastern edge of the base to the extreme western portion of the base so it will blend into the mountain backdrop better. It will also be painted a pale blue to make it less visually obtrusive. Also see response to Document 475, Comment 2.
- 500 59 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 60 **ISSUE:** Scottsbluff County, Nebraska was not informed of the program or the public hearing.
- RESPONSE:** See response to Document 34, Comment 11.
- 500 61 **ISSUE:** The definition of national need should be explained in the EIS.
- RESPONSE:** See response to Document 33, Comment 98.
- 500 62 **ISSUE:** How does a person acquire supplementary documents referred to in the Draft EIS?
- RESPONSE:** See response to Document 50, Comment 2.
- 500 63 **ISSUE:** The transportation analysis does not discuss railroads. This should be included.
- RESPONSE:** Impacts on railroads around F.E. Warren AFB, Wyoming are discussed in EIS Section 4.1.2.
- 500 64 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming.
- RESPONSE:** See response to Document 3, Comment 1.
- 500 65 **ISSUE:** Public hearing comment by Alvin Aldrich.
- RESPONSE:** See Document 373.
- 500 66 **ISSUE:** Commentor in support of the program at F.E. Warren AFB, Wyoming.

RESPONSE: See response to Document 3, Comment 1.

500 67 **ISSUE:** The south site option at F.E. Warren AFB, Wyoming should be fully explored.

RESPONSE: The south site option is fully discussed in EIS Section 4.2 for each of the affected resource areas.

501 1 **ISSUE:** Commentor in support of the project at Barksdale AFB, Louisiana because it enhances national defense and has no long-term impacts.

RESPONSE: Noted.

501 2 **ISSUE:** Commentor in support of basing Peacekeeper Rail Garrison at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 3 **ISSUE:** Commentor in support of the Rail Garrison coming to Shreveport, Louisiana because benefits outweigh any adverse impacts.

RESPONSE: Noted.

501 4 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 5 **ISSUE:** Public hearing comment by Ginny Homza.

RESPONSE: See Document 83.

501 6 **ISSUE:** Commentor in support of the MX Rail Garrison system and its implementation at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 7 **ISSUE:** Commentor in support of Peacekeeper Rail Garrison.

RESPONSE: See response to Document 3, Comment 1.

501 8 **ISSUE:** Commentor in support of the Peacekeeper Rail Garrison program at Barksdale AFB, Louisiana because Louisiana is committed to the national defense effort.

RESPONSE: See response to Document 3, Comment 1.

501 9 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 10 **ISSUE:** Commentor in support of the Rail Garrison program because of belief in strong defensive posture and the long and mutually beneficial relationship between Shreveport and Bossier City, Louisiana and the Air Force.

RESPONSE: See response to Document 3, Comment 1.

- 501 11 **ISSUE:** Commentor in support of the program due to past conservation efforts by the government showing concern of environmental impacts and importance of continued strategic importance that Barksdale AFB, Louisiana provides.

RESPONSE: Noted.

- 501 12 **ISSUE:** Statement made that the American alligator is not endangered in the State of Louisiana. There are no alligators in the impact area, and no alligator habitat in the area.

RESPONSE: EIS Table 4.3.6-1 indicates that the American alligator is federally listed as "threatened by similarity of appearance to the American crocodile." High quality alligator habitats lie immediately south and east of the proposed garrison site, and there are few barriers to passage from these areas to the proposed construction area. Food sources (e.g., small mammals and crustaceans) are also plentiful on the site. Therefore, it is possible that a few alligators could occur on the site during the wet periods of the year. EIS Section 4.3.6.3 has been revised to further emphasize that alligator populations on Barksdale AFB are not likely to be seriously affected by the proposed program.

- 501 13 **ISSUE:** The program at Barksdale AFB, Louisiana would not impact the bald eagle. The heavy brush growth within the impacted area precludes eagle use.

RESPONSE: The information regarding the distribution of bald eagles on Barksdale AFB, Louisiana has been incorporated into EIS Table 4.3.6-1 and Section 4.3.6.2 of the EIS.

- 501 14 **ISSUE:** The Peacekeeper Rail Garrison program at Barksdale AFB, Louisiana would have no effect on the red-cockaded woodpecker. The woodpecker inhabits pine forest and the nearest pine forest is two miles to the east.

RESPONSE: EIS Section 4.3.6.3 states that "No impacts on red-cockaded woodpeckers or potential habitat are expected to occur from the Proposed Action." The distribution of this species has been revised in EIS Table 4.3.6-1.

- 501 15 **ISSUE:** The Flathead snake is not endangered or threatened in the impacted area of Louisiana.

RESPONSE: The Flathead snake does not occur in the proposed direct impact area on Barksdale AFB. Agreed, this species is not listed as threatened or endangered by the Louisiana Department of Wildlife and Fisheries, or the U.S. Fish and Wildlife Service; however the snake is listed by the Louisiana Department of Wildlife and Fisheries as a S4 species (i.e., apparently secure in Louisiana). See Section 4.3.6.3 and Table 4.3.6-1 of the EIS.

- 501 16 **ISSUE:** The western sand darter is not endangered by the program at Barksdale AFB, Louisiana because it does not occur in the streams near the impacted area.

RESPONSE: EIS Table 4.3.6-1 indicates that the western sand darter has a state ranking of S2 and occurs in the Red River.

- 501 17 **ISSUE:** The Proposed Action at Barksdale AFB, Louisiana will have no effect on trout lilies.

RESPONSE: EIS Table 4.3.6-1 indicates that trout lilies occur on a hillside on the eastern side of Flag Lake on Barksdale AFB. This area will not be impacted by program activities.

- 501 18 **ISSUE:** The Rail Garrison program at Barksdale AFB, Louisiana would not impact wild turkey habitat.

RESPONSE: The high level of security in the garrison area could potentially reduce poaching of wild turkeys in adjacent habitats, but this benefit would be greatly offset by the potential loss of habitat. Wild turkeys require large forested areas with interspersed old fields, openings, and mixed timber stands. Protection from man is critical. Some of the land which would be cleared for the proposed program would have facilities built upon it and would no longer serve any habitat function. Additional clearings in the bottomland forest would be created, but these would be areas with considerable human presence and activity, and only a low vegetative cover.

- 501 19 **ISSUE:** The Proposed Action at Barksdale AFB, Louisiana will not affect prime hardwood stands on the base.

RESPONSE: No impacts are expected to occur.

- 501 20 **ISSUE:** The tract of land in question at Barksdale AFB, Louisiana was agricultural prior to its acquisition by the Air Force. This (and other evidence) indicates that the land is not a wetland.

RESPONSE: Whether the tract of land in question was agricultural prior to its acquisition by the Air Force is not evidence of its original physiographic type (i.e., wetland or upland). The land appears to be reverting back to a habitat similar to its original type, as evidenced by establishment of many wetland indicator plant species. Clearing of bottomland forested wetlands for crop production was a common practice in Louisiana in the past, and has been a major factor leading to the decline of these highly productive habitats. The Region 6 Environmental Protection Agency (EPA) office, which has jurisdiction over permitting for wetland fill on the base, was consulted prior to conducting field surveys to identify and delineate wetlands in the proposed construction areas onbase. EPA advised that wetlands on the base should be identified and delineated using the procedures and criteria described in "Corps of Engineers Wetland Delineation Manual," Technical Report Y-87-1 (U.S. Army Corps of Engineers 1987), which requires positive evidence of hydrophytic vegetation, hydric soils, and wetland hydrology. The prevalence of hydrophytic vegetation was established by determining the wetland indicator status of all woody and herbaceous plants identified in the proposed construction areas, using the "National List of Plant Species That Occur in Wetlands, Region 2" (U.S. Army Corps of Engineers 1987). The wetland indicator status of species in the garrison area supports the findings of positive evidence of hydrophytic vegetation. The presence of hydric soils was determined from the "Soil Survey of Bossier Parish" (U.S. Soil Conservation Service 1962) and from the manual "Hydric Soils of the

United States" (U.S. Soil Conservation Service 1987). The soils at the proposed construction sites were also field checked by a soil scientist. The hydrologic characteristics of areas on the base were determined from aerial photographs, National Wetland Inventory and U.S. Geological Survey topographic quadrangle maps, and various Barksdale AFB environmental base documents. In addition, evidence of periodic inundation (e.g., ponding, soil saturation, and water marks on trees) was observed during field surveys of the sites.

501 21 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana because there are no negative impacts.

RESPONSE: Noted.

501 22 **ISSUE:** Commentor pledged support of the Caddo-Bossier Port Commission to the Rail Garrison program at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 23 **ISSUE:** Bossier Parish Levee Board unanimously approves resolution supporting location of the garrison system at Barksdale AFB, Louisiana.

RESPONSE: See response to Document 3, Comment 1.

501 24 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana due to the importance of national defense.

RESPONSE: See response to Document 3, Comment 1.

501 25 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana because it makes economic sense.

RESPONSE: Noted.

501 26 **ISSUE:** Steps have been taken to ease Bossier City, Louisiana traffic conditions.

RESPONSE: The baseline conditions reported in EIS Section 4.3.3.2 have been revised to reflect these recent changes.

501 27 **ISSUE:** The American alligator will pose no problem if Rail Garrison is located at Barksdale AFB, Louisiana.

RESPONSE: See EIS Section 4.3.6.3 regarding biological impacts of the proposed program and the response to Document 501, Comment 12 regarding the current federal listing of the American alligator. Because of the ecological importance of wetland habitats and the legal protection afforded them by Executive Order 11990 (1977) and Section 404 of the Clean Water Act, it was determined that permanent disturbance of over 188 acres of forested wetlands would be a high and significant impact on biological resources at Barksdale AFB.

501 28 **ISSUE:** Public hearing comment by Thomas Neale.

RESPONSE: See Document 410.

501 29 **ISSUE:** Public hearing comment by Eileen Oldag.

RESPONSE: See Document 37.

501 30 **ISSUE:** The Peacekeeper is a first-strike weapon that should not be accepted as a deterrent.

RESPONSE: See response to Document 3, Comment 1.

501 31 **ISSUE:** Commentor opposed to any system which unleashes this kind of death to God's children.

RESPONSE: See response to Document 3, Comment 1.

501 32 **ISSUE:** Commentor in support of the program because God tells us that Jesus had righteous indignation at times and this is a defensive weapon.

RESPONSE: See response to Document 3, Comment 1.

501 33 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana due to wanting defense of our nation.

RESPONSE: See response to Document 3, Comment 1.

501 34 **ISSUE:** Commentor opposed to the program at Barksdale AFB, Louisiana due to the destructiveness of the weapon.

RESPONSE: See response to Document 3, Comment 1.

501 35 **ISSUE:** Railcars would have to be made wider and this would make them unbalanced, causing a safety hazard.

RESPONSE: See response to Document 33, Comment 74.

501 36 **ISSUE:** There will have to be an alert signal to other railroad trains to warn of this train's coming, because of its width.

RESPONSE: See response to Document 33, Comment 74.

501 37 **ISSUE:** How will we keep the Russians from knowing about it when we have got to alert other trains about its movements?

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS.

501 38 **ISSUE:** What is the preparation for sabotage and terrorist attacks?

RESPONSE: Issues of enemy threat assessment are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

501 39 **ISSUE:** This money would be better spent to help the economy of our country.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

501 40 **ISSUE:** Commentor offended by the name "Peacekeeper."

RESPONSE: See response to Document 37, Comment 1.

501 41 **ISSUE:** How can you say these trains would not be vulnerable to collision or derailments?

RESPONSE: This claim is not made in the EIS. See Chapter 5.

501 42 **ISSUE:** Commentor strongly opposes the Peacekeeper Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

501 43 **ISSUE:** Commentor feels there is no satisfactory basing mode and the military need is not evident.

RESPONSE: See response to Document 3, Comment 1.

501 44 **ISSUE:** Commentor opposed to monies being spent on this project.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

501 45 **ISSUE:** The Rail Garrison poses no significant environmental problems to endangered species or wildlife habitat at Barksdale AFB, Louisiana.

RESPONSE: As stated in EIS Section 4.3.6.3, the Rail Garrison program is not expected to substantially affect any federally listed threatened or endangered species on Barksdale AFB. However, the program would result in disturbance of extensive areas of bottomland forest and wetland habitats onbase, which support a large and diverse group of wildlife species. Disturbance of the wetlands, in particular, constitutes a high and significant impact to biological resources on Barksdale AFB.

501 46 **ISSUE:** Wetland impacts at Barksdale AFB, Louisiana should be mitigated as proposed.

RESPONSE: If the decision to deploy Peacekeeper Rail Garrison is made for a candidate installation, applications for Section 404 permits will be submitted. Mitigation procedures will be discussed in the process of this application.

501 47 **ISSUE:** Adverse effects are minimized and favorable impacts are as good for Barksdale AFB, Louisiana as anywhere else.

RESPONSE: Noted.

501 48 **ISSUE:** Commentor opposed to the program because nuclear war is not survivable.

RESPONSE: See response to Document 3, Comment 1

501 49 **ISSUE:** Commentor feels the survival of the missile is being given priority to the survival of the people.

RESPONSE: See response to Document 3, Comment 1.

- 501 50 **ISSUE:** If technology and consultants exist that can assure the safety of movement of the missile on our rail system, why do we continue to have railway accidents that are killing civilians?
- RESPONSE:** See response to Document 15, Comment 3.
- 501 51 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana because we need good jobs and this program will help minorities.
- RESPONSE:** Noted.
- 501 52 **ISSUE:** Commentor opposed to the program because of the potential to destroy the environment.
- RESPONSE:** Noted.
- 501 53 **ISSUE:** The money would be better spent on human services and meeting human needs.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 501 54 **ISSUE:** Commentor strongly opposed to the program because national security is beyond mere sophisticated weapons.
- RESPONSE:** See response to Document 3, Comment 1.
- 501 55 **ISSUE:** Commentor in support of the program at Barksdale AFB, Louisiana because there should be no adverse hydrological effects from relocation of improvements near the Flat River.
- RESPONSE:** Noted.
- 501 56 **ISSUE:** Peacekeeper Rail Garrison enhances the missile force and therefore national defense, which outweighs adverse environmental impacts.
- RESPONSE:** Noted.
- 502 1 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 2 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 3 **ISSUE:** Ground squirrels in west Texas are very resourceful and will move and set up another colony elsewhere.
- RESPONSE:** Noted.
- 502 4 **ISSUE:** The EIS does not note the presence of wild turkeys on the reservation.
- RESPONSE:** The turkeys that occur on Dyess AFB, Texas are primarily confined to the eastern portion of the base and do not present any hazards to aircraft activities.

- 502 5 **ISSUE:** Commentor warned about disturbing the west Texas bumblebee in the Dyess AFB area.
- RESPONSE:** No impacts are expected on the west Texas bumblebee. Workers will be notified of their possible presence.
- 502 6 **ISSUE:** Commentor in favor of the system at Dyess AFB, Texas since adverse impacts are minimal.
- RESPONSE:** Noted.
- 502 7 **ISSUE:** Commentor in support of the system at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 8 **ISSUE:** Commentor in favor of the system at Dyess AFB, Texas because there is no greater honor than patriotism.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 9 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 10 **ISSUE:** The City of Tye Council is in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 11 **ISSUE:** Commentor in favor of the system at Dyess AFB, Texas and the defense efforts.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 12 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 13 **ISSUE:** Commentor states that Abilene, Texas is willing to take a chance on deploying such a weapon to deter our enemy.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 14 **ISSUE:** Statement made that the State Senator from District 5 supports selection of Abilene, Texas for the Rail Garrison program.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 15 **ISSUE:** State Senator from District 12 supports the Rail Garrison program in Abilene, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 16 **ISSUE:** State Representative of District 79 supports the program at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

502 17 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 18 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 19 **ISSUE:** Abilene Hotel/Motel Association is in favor of the system at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 20 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 21 **ISSUE:** Commentor concerned with the weapon system being defective through defense contractors' negligence.
RESPONSE: See response to Document 3, Comment 1.

502 22 **ISSUE:** Concerned with pesticides/biocides used in construction and maintenance by contractors and railroad companies.
RESPONSE: See response to Document 486, Comment 2.

502 23 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 24 **ISSUE:** Governor of Texas in support of the Rail Garrison program at Dyess AFB.
RESPONSE: See response to Document 3, Comment 1.

502 25 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 26 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

502 27 **ISSUE:** Commentor feels the MX is a political weapon and comes at too high a cost.
RESPONSE: See response to Document 3, Comment 1.

502 28 **ISSUE:** Statement by Abilene Reporter News in support of the program at Dyess AFB, Texas.
RESPONSE: See response to Document 3, Comment 1.

- 502 29 **ISSUE:** Statement from the Chairman of the Texas Railroad Commission in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 30 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 31 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 32 **ISSUE:** Commentor would like the north site option explored at Dyess AFB, Texas as opposed to the south site.
- RESPONSE:** Environmental analyses for all affected resource areas have been conducted for the north site option at Dyess AFB (see EIS Section 4.4).
- 502 33 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 34 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 35 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 36 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 37 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 38 **ISSUE:** Commentor does not have a problem with archaeological sites because the Air Force has the means to mitigate impacts to them.
- RESPONSE:** As noted by Dr. Malouf, archaeologists are capable of mitigating impacts to archaeological resources. Avoidance of archaeological sites is not meant to imply that data recovery cannot be successfully carried out at present. It is simply a sound conservation practice when dealing with finite, nonrenewable resources. EIS Section 4.4.5.2 has been revised to reflect the results of surveys conducted in proposed impact areas by the University of Texas at Austin.
- 502 39 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 40 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.

RESPONSE: See response to Document 3, Comment 1.

- 502 41 **ISSUE:** Commentor opposed to the program because Dyess AFB, Texas would be higher up on the target list.

RESPONSE: See response to Document 3, Comment 1.

- 502 42 **ISSUE:** Commentor concerned about decommissioning of system which includes disposal of missile fuel/nuclear material.

RESPONSE: See response to Document 33, Comment 63.

- 502 43 **ISSUE:** Commentor concerned that the Air Force is passing responsibility of hazardous wastes disposal to the Department of Energy.

RESPONSE: See response to Document 50, Comment 30.

- 502 44 **ISSUE:** The national economic impact analysis needs more discussion in the EIS.

RESPONSE: Because of the very small effects projected on a national level, the more detailed discussions were prepared for effects at the local level.

- 502 45 **ISSUE:** Minor technical statistical discrepancies that occur in the report should be cleared up.

RESPONSE: These discrepancies have been corrected.

- 502 46 **ISSUE:** Commentor concerned that if obvious mistakes were found in the Draft EIS, how can the citizens of Texas be assured that the safety section is correct?

RESPONSE: The Draft EIS was distributed to solicit public and agency comments on the adequacy and accuracy of the environmental and safety analyses. Many issues addressed during the public comment period led to further analysis, reanalysis, or verification of environmental and safety data, and have resulted in revision or modification of the EIS text. In addition, changes have been made to improve the quality and readability of the document.

- 502 47 **ISSUE:** The Draft EIS failed at addressing pesticide/chemical use.

RESPONSE: See response to Document 486, Comment 2.

- 502 48 **ISSUE:** Commentor feels the program should not be accepted at Dyess AFB, Texas because it is not economically useful, cost effective, or environmentally sound.

RESPONSE: Noted.

- 502 49 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas because there would be no adverse effects on public services.

RESPONSE: Noted.

- 502 50 **ISSUE:** City of Abilene, Texas is spending \$8 million to improve its wastewater system and study the feasibility of wastewater reuse.
- RESPONSE:** This information has been incorporated into the baseline analysis for Dyess AFB.
- 502 51 **ISSUE:** Commentor in agreement with findings in the Draft EIS that there are no significant impacts of this program on the City of Abilene, Texas.
- RESPONSE:** Noted.
- 502 52 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 53 **ISSUE:** Commentor agrees with the Draft EIS and supports the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 54 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 55 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 56 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 57 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 502 58 **ISSUE:** Commentor in support of the program at Dyess AFB, Texas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 1 **ISSUE:** Commentor in support of the program and the community of Blytheville, Arkansas supports it too.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 2 **ISSUE:** Commentor supports the program because of the location of Eaker AFB, sufficient undeveloped land available, climate, and the support of the people of Blytheville, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 3 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas and noted that some impacts to archaeology, roads, and schools can be satisfactorily remedied. Also noted support of the people to the base.
- RESPONSE:** Noted.

- 503 4 **ISSUE:** Commentor pledged support to the program and noted the importance of Eaker AFB, Arkansas to the City of Gosnell.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 5 **ISSUE:** Commentor supports the program because Eaker AFB, Arkansas provides an excellent site, is a vital strategic base in our national defense system, and Mississippi County strongly supports the Air Force mission.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 6 **ISSUE:** Commentor supports the program. Noted that he has not received any correspondence with negative feedback and that people of Gosnell and District 23 are very proud of Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 7 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 8 **ISSUE:** Commentor in support of the program. Noted that of those expressing their opinions in support of basing the program at Eaker AFB, Arkansas far outweighs opposition to it. City and the base have good relationship.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 9 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 10 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 11 **ISSUE:** Commentor in support of the program and noted that Eaker AFB, Arkansas has contributed to the growth of Osceola. He sees no danger with the Peacekeeper trains using the rail lines in their community.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 12 **ISSUE:** Commentor endorsed the program and read resolution passed by the City Council of Wilson, Arkansas to encourage Congress to approve program and urge the Air Force to install the system at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 13 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 14 **ISSUE:** The mitigation of archaeological sites may result in beneficial impacts. What is the possibility that four sites may be eligible for the National Register of Historic Places (NRHP)?

RESPONSE: Impacts to site 3MS105 are not completely eliminated by the revised onbase garrison design. However, most of the site would be protected, resulting in a benefit to the regional resource base (see EIS Section 4.5.5.3). The potential for presenting the results of the archaeological investigations as part of a public awareness program is also identified (see EIS Section 4.5.5.3). The relative importance of historical properties is evaluated in relation to a set of criteria established by the Advisory Council on Historic Preservation regulations (36 CFR § 60.4). If a site qualifies for the NRHP, it is, by definition, historically important. The four sites are considered very likely to be eligible for the NRHP. However, preliminary assessments of the field archaeologists are tentative until the State Historic Preservation Officer concurs with their findings. In some cases, more data recovery may be necessary to fully evaluate site importance.

- 503 15 **ISSUE:** Why are we spending all this money for the Peacekeeper program when the MX is not even in good shape?

RESPONSE: See response to Document 473, Comment 15.

- 503 16 **ISSUE:** Commentor concerned that Blytheville, Arkansas is on the New Madrid fault. What would be the effect of this on the site?

RESPONSE: See response to Document 7, Comment 6.

- 503 17 **ISSUE:** Commentor concerned that Eaker AFB, Arkansas is located in tornado alley, what is its effect?

RESPONSE: This has been considered in EIS Section 5.2.3.

- 503 18 **ISSUE:** After the Draft EIS, what is the next step to be taken in the selection process and when will the actual selection of garrison sites be made?

RESPONSE: See response to Document 500, Comment 18.

- 503 19 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas. Noted that public schools could easily accommodate any increase in students, and that they are in the process of upgrading facilities and adding new facilities.

RESPONSE: Noted.

- 503 20 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

- 503 21 **ISSUE:** The EIS tries to limit statements that do not consider the psychological, national security, or morality factors.

RESPONSE: See responses to Document 5, Comment 14 and Document 32, Comment 1.

- 503 22 **ISSUE:** Commentor feels we should be trying to reduce our nuclear arsenal and moving towards a more peaceful world.

RESPONSE: See response to Document 3, Comment 1.

- 503 23 **ISSUE:** The money would be better spent in other areas of Blytheville, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 24 **ISSUE:** The Draft EIS seems to imply that deterrence is somehow enhanced by this system when this is adding about 50 warheads to our arsenal.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 25 **ISSUE:** The statement is weak in terms of looking at what happens when trains get out on the rail and the safety factors involved. They do not talk about weapons and trains being sabotaged.
- RESPONSE:** See response to Document 6, Comment 2.
- 503 26 **ISSUE:** Will the new onbase option at Eaker AFB, Arkansas avoid the Sawba Cemetery.
- RESPONSE:** The new onbase option avoids most of the large prehistoric site (3MS105), but the Sawba Cemetery would be affected. The Proposed Action would disturb about half the cemetery and most of it would be affected by the Alternative Action. It is assumed that the graves would be relocated in accordance with established U.S. Army Corps of Engineers policy (see EIS Section 4.5.5.3).
- 503 27 **ISSUE:** Would the Stage 4 liquid propellant be carried along with all four stages at once on the maintenance train?
- RESPONSE:** The Stage 4 component will be with the missile when it is taken back to F.E. Warren AFB, Wyoming for maintenance.
- 503 28 **ISSUE:** Commentor supports the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 29 **ISSUE:** Commentor supports the program at Eaker AFB, Arkansas.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 30 **ISSUE:** Public hearing comment by James Deal.
- RESPONSE:** See Document 431.
- 503 31 **ISSUE:** Commentor supports the program at Eaker AFB, Arkansas. Noted the commendable manner with which Colonel Walsh conducted the scoping meeting and requested that community support for the program be included in the Final EIS.
- RESPONSE:** See response to Document 3, Comment 1.
- 503 32 **ISSUE:** What methods of investigation were used to verify an archaeological site at Eaker AFB, Arkansas?

RESPONSE: A series of preliminary archaeological surveys and test excavations were conducted on and adjacent to Eaker AFB. As a standard procedure, existing state site files were consulted prior to initiating field studies. Sites were then identified in the field by systematically walking over the proposed program area with a maximum crew spacing of 20 meters and mapping the surface extent of artifacts. At Site 3MS105, controlled surface collection of 0.5 percent of the site was undertaken to map artifact density and distribution. The resulting collection, containing thousands of artifacts, indicated clusters probably representing groups of houses. A proton magnetometer was then used to search for intact buried deposits in the vicinity of surface artifact concentrations. The device measures residual soil magnetism, enabling the archaeologist to identify buried houses and other disturbances without digging through them in the process. Small-scale test excavations were then carried out in a few places identified by the magnetometer as containing possible cultural features. In almost every test case, the presence of houses, wall trenches, middens, or other features was verified. Finally, soil cores were taken along the south and east sides of the site to verify the boundary for planning purposes.

503 33 **ISSUE:** Commentor in support of the program and wants mission based at Eaker AFB, Arkansas.

RESPONSE: See response to Document 3, Comment 1.

503 34 **ISSUE:** Commentor in support of the program at Eaker AFB, Arkansas. Noted good relationship between the community and the base.

RESPONSE: See response to Document 3, Comment 1.

503 35 **ISSUE:** Public hearing comment by Douglas Mason.

RESPONSE: See Document 409.

504 1 **ISSUE:** The City of Medical Lake, Washington would like to be consulted if there are any alterations made to State Highway 902.

RESPONSE: No alteration. to Washington State Highway 902 are expected.

504 2 **ISSUE:** Commentor in support of the program at Fairchild AFB, Washington because there are no significant impacts on the City of Medical Lake.

RESPONSE: Noted.

504 3 **ISSUE:** The Air Force failed to provide information which was requested. This has seriously impaired the ability to assess the Proposed Action.

RESPONSE: See response to Document 50, Comment 2.

504 4 **ISSUE:** Commentor protests that we are asked to comment on this proposal when we do not have any assurance that the final program will not be substantially different.

RESPONSE: If there is a substantial change in the design of the system, the Air Force will prepare appropriate environmental analyses.

- 504 5 **ISSUE:** Commentor requests that the classified annex be made publicly available before the end of the Draft EIS comment period.

RESPONSE: There is no requirement for the public to review and comment on classified material.

- 504 6 **ISSUE:** The Air Force has failed to include in its analysis any mention of how many more people will be hungry or homeless or unemployed because of the Rail Garrison program.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 504 7 **ISSUE:** Draft EIS Page 4.6-1 lists Spokane, Washington as host community. Why not a public hearing in Spokane?

RESPONSE: See response to Document 34, Comment 11.

- 504 8 **ISSUE:** For Fairchild AFB, Washington the Draft EIS addresses measures which would mitigate the harmful impacts on the habitat of the endangered species. These measures lack adequate detail and do not represent a sufficient commitment on the part of the Air Force to protect the environment.

RESPONSE: No federally listed endangered species are known to occur on Fairchild AFB; however, two federal candidate species and four state sensitive species may occur in habitats onbase that would be directly affected by the proposed program. Impacts to these six species may include loss of habitat, increased mortality, disruption of daily/seasonal activities, and displacement to adjacent habitats. Consideration will be given to mitigating impacts to these species where feasible (see EIS Section 4.6.6.3).

- 504 9 **ISSUE:** The safety considerations are not specific to each of the proposed bases and do not provide enough information for an intelligent assessment, e.g., where is the nearest emergency response crew which would handle an accident at Fairchild AFB, Washington involving a nuclear warhead and/or missile motor?

RESPONSE: There are many levels of response available depending on the nature of the emergency. Firefighting units onbase would handle minor events. The nearest Department of Energy Radiological Assistance Region Office is in Richland, Washington.

- 504 10 **ISSUE:** Commentor supports the No Action Alternative at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

- 504 11 **ISSUE:** Concerned about the destruction of wetlands in Washington.

RESPONSE: If Fairchild AFB is chosen for deployment of the program, a site specific mitigation plan would be developed to mitigate the 26.6 acres of wetlands that would be affected. This plan would be prepared in

compliance with the requirements of Section 404 of the Clean Water Act and in cooperation with the U.S. Army Corps of Engineers and other interested agencies.

- 504 12 **ISSUE:** Is the program need great enough to remove about 290 acres of prime farmland from Washington?

RESPONSE: See response to Document 3, Comment 1.

- 504 13 **ISSUE:** Adequacy of Spokane, Washington's solid waste disposal facilities is questioned.

RESPONSE: Spokane proposes to build an incinerator to burn much of the solid waste generated in the region. Currently, its availability is projected for 1990 or 1991. If the incinerator is not constructed then Spokane will have to develop another alternative to dispose of the 1,146 tons per day generated in 1992. Program-related wastes are estimated to be 4.3 tons per day or less than one percent of the waste generated in the Spokane region in 1992 and will not affect the operation of the incinerator or any other facility.

- 504 14 **ISSUE:** Commentor concerned about the potential shortage of low and moderate income housing in Medical Lake, Washington.

RESPONSE: Program-related housing demand in Medical Lake could cause a shortage of low and moderately priced housing in Medical Lake. However, excess demand can be readily absorbed by excess vacancies in Spokane (see EIS Section 4.6.1.3).

- 504 15 **ISSUE:** Commentor concerned that Spokane/Colville, Washington tribes concerns were not addressed in the Draft EIS.

RESPONSE: Based on their past involvement with cultural resources issues in the region, the Spokane and Colville groups were identified as likely to have an interest in projects in the region. Subsequently, in accordance with Air Force Regulation 126-7, the American Indian Religious Freedom Act, and other applicable regulations, the groups were contacted about the proposed program. They were provided with project maps and invited to express concerns about potential effects on areas important for sacred or heritage reasons. Although concerns were expressed about some areas in the general region, no specific problems (either sacred or ecological) were identified for the areas to be affected by the Peacekeeper Rail Garrison program.

- 504 16 **ISSUE:** Commentor against the program being based in Spokane, Washington because nuclear weapons are obsolete and pose environmental and health hazards.

RESPONSE: See response to Document 3, Comment 1.

- 504 17 **ISSUE:** Commentor in support of the facility at Fairchild AFB, Washington as it is reported in the EIS.

RESPONSE: See response to Document 3, Comment 1.

- 504 18 **ISSUE:** Commentor concerned about wetland mitigation measures at Fairchild AFB, Washington.

RESPONSE: See response to Document 504, Comment 11.

- 504 19 **ISSUE:** Commentor concerned about the mitigation of impacts from Rail Garrison accidents and requests a greater analysis of the threat to the safety of the entire region.

RESPONSE: Measures that will be taken to prevent accidents are discussed in Section 5.1 of the EIS. The analysis of the risk posed by the system is addressed in EIS Sections 5.2 and 5.3, and response and cleanup measures are discussed in EIS Section 5.5. These sections have been revised for the Final EIS to make those discussions clearer and more complete.

- 504 20 **ISSUE:** Commentor requested greater consideration of other alternatives and more specific mitigation measures.

RESPONSE: All appropriate program alternatives are presented in the EIS. Potential mitigation are presented in Appendix A of the EIS.

- 504 21 **ISSUE:** Sociopsychological issues were not addressed in the Draft EIS.

RESPONSE: See response to Document 5, Comment 14.

- 504 22 **ISSUE:** Any significant exchange of nuclear weapons would lead to a nuclear winter and the destruction of all humans. Why was not this discussed in the Draft EIS?

RESPONSE: The issue of nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 504 23 **ISSUE:** Commentor disagrees with the City Council of Spokane, Washington's support for the program. Feels there was no citizen input.

RESPONSE: See response to Document 3, Comment 1.

- 504 24 **ISSUE:** Commentor concerned that 26 acres of wetland habitat will be disturbed in Washington because of the program.

RESPONSE: See response to Document 504, Comment 11.

- 504 25 **ISSUE:** Continued human presence at Fairchild AFB, Washington is bound to have an impact in the presence of the burrowing owl, rabbits, and the bluebird.

RESPONSE: Construction activities may affect the burrowing owl and the western bluebird, including loss of habitat, increased mortality, disruption of daily/seasonal activities, and displacement to adjacent habitats. However, the program will not adversely affect the overall regional populations of these two species (see EIS Section 4.6.6.3).

- 504 26 **ISSUE:** Commentor recommends the No Action Alternative at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

- 504 27 **ISSUE:** Commentor worried about a dollar for environment trade-off.

RESPONSE: See response to Document 3, Comment 1.

- 504 28 **ISSUE:** Commentor concerned that the bluebird is being pushed away from its natural, predestined environment in Washington.

RESPONSE: See response to Document 504, Comment 25.

- 504 29 **ISSUE:** The accident fatality risk calculations in the EIS are deficient because it is based on accident figures for the entire nation. It is no secret that the rail system in the western United States is far worse than in the east. In support of that I'd like to point out that at a hearing last month, the Department of Energy rejected the option of rail transport of transuranic waste from the Hanford Reservation to New Mexico on the grounds that the nation's rail system is unsafe.

RESPONSE: Regional differences in rail accidents were investigated and determined not to be significant compared to other considerations, such as the population density differences between regions. For rail accident risk calculations, the use of nationwide rail accident rates is reasonable. The hearing referred to was an Oregon Hanford Advisory Committee briefing and information workshop. The "Questions, Answers, and Comments" pamphlet distributed after those workshops states that rail transport has not been ruled out, though truck transport is preferred. Truck basing is not an option for the Peacekeeper, so no comparison of the relation of truck transport versus rail has been conducted for this EIS.

- 504 30 **ISSUE:** The EIS should include the sociopsychological effects of the program.

RESPONSE: See response to Document 5, Comment 14.

- 504 31 **ISSUE:** Commentor recommends the No Action Alternative at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

- 504 32 **ISSUE:** Public hearing comment by Keith Aubrey.

RESPONSE: See Document 104.

- 504 33 **ISSUE:** Commentor concerned about temporary nature of jobs created in Washington.

RESPONSE: Peacekeeper Rail Garrison employment represents only one phase of ongoing Department of Defense programs. The national employment estimates should not necessarily be construed as new temporary positions but rather positions which would generally maintain existing employment levels in the potentially affected industries. Also see response to Document 270, Comment 11.

- 504 34 **ISSUE:** Commentor concerned about traffic on Interstate 90 in Washington which would double by the next ten years.

RESPONSE: Traffic along Interstate 90, without the program, is not expected to double in the next ten years. Impacts on transportation at Fairchild AFB are described in EIS Section 4.6.3.3.

- 504 35 **ISSUE:** What is an explosive safety zone and why is it needed? What is the chance of explosion and what damage will be caused inside and outside of the zone?
- RESPONSE:** As a general precaution at all Air Force bases, explosive safety zones provide safe distance between places where explosives (including rocket propellants) are stored or processed and other specified locations, such as inhabited buildings, public traffic routes, recreational areas, utilities, petroleum storage facilities, and storage or processing facilities for other explosives. Also see EIS Sections 5.1.1.1, 5.3 and 5.4.
- 504 36 **ISSUE:** Commentor concerned that the MX test firing (two of three did not work) shows that the program would be a waste of taxpayer's money.
- RESPONSE:** There have been 17 successful launches of the Peacekeeper missile and all 17 have performed beyond expectations.
- 504 37 **ISSUE:** Commentor in support of the program at Fairchild AFB, Washington.
- RESPONSE:** See response to Document 3, Comment 1.
- 504 38 **ISSUE:** The public hearing should have been held in Spokane, Washington.
- RESPONSE:** See response to Document 34, Comment 11.
- 504 39 **ISSUE:** Commentor thinks more alternatives than the given ones should have been studied (i.e., less missiles, fewer sites).
- RESPONSE:** Impacts of these alternatives would not be greater than the Proposed or Alternative Actions.
- 504 40 **ISSUE:** Commentor disagrees with the positive economic effects at Fairchild AFB, Washington.
- RESPONSE:** Noted.
- 504 41 **ISSUE:** By placing these missiles at Fairchild AFB, Washington you are inviting Spokane as a targeted area in the rail system.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 504 42 **ISSUE:** Will there be efforts to prevent sabotage of Highbridge preventing deployment?
- RESPONSE:** See response to Document 6, Comment 2.
- 504 43 **ISSUE:** Commentor favors the No Action Alternative at Fairchild AFB, Washington.
- RESPONSE:** See response to Document 3, Comment 1.
- 504 44 **ISSUE:** What means will be taken to provide protection for the MX missiles at Fairchild AFB, Washington?

RESPONSE: The protection will be very similar to that now afforded to strategic weapons stored in the weapons storage area onbase, specifically, the dual fence line will be extended to encompass the Rail Garrison and the security force that is on duty. This would not only provide coverage to the existing strategic weapons but also to the Rail Garrison.

504 45 **ISSUE:** How does the Air Force plan on protecting the miles and miles of rails that the trains carrying the MX missiles will travel on?

RESPONSE: No extraordinary action would take place. Random movement would make exact location very difficult to predict.

504 46 **ISSUE:** Commentor questions the psychological harm in knowing Washington state is a number one target.

RESPONSE: See response to Document 5, Comment 14.

504 47 **ISSUE:** Will there be another document discussing the psychological harm of the Peacekeeper missiles?

RESPONSE: No.

504 48 **ISSUE:** Will the program scare away future private investment in Spokane, Washington?

RESPONSE: See response to Document 33, Comment 91.

504 49 **ISSUE:** Commentor opposed to the placement of MX missiles at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

504 50 **ISSUE:** Commentor concerned that for every million dollars that goes into a military program there is a loss of jobs.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

504 51 **ISSUE:** Which counties in Washington will people evacuate to in the event of a nuclear attack?

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 52 **ISSUE:** Commentor concerned about sabotage on the rail lines, especially during a national crisis.

RESPONSE: See response to Document 6, Comment 2.

504 53 **ISSUE:** The number one fear of children in adolescence is a nuclear war.

RESPONSE: See response to Document 5, Comment 14.

504 54 **ISSUE:** A nuclear attack upon Spokane, Washington could disrupt the Spokane Aquifer which is the city's sole source of water supply.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 55 **ISSUE:** Would civilians or military be driving the trains?

RESPONSE: See responses to Document 15, Comments 4 and 5.

504 56 **ISSUE:** Periodic drug testing has failed in the past. What exactly do you mean by periodic drug testing?

RESPONSE: See response to Document 15, Comment 4.

504 57 **ISSUE:** How will the Peacekeeper Rail Garrison program affect toxic waste cleanup at Fairchild AFB, Washington?

RESPONSE: See response to Document 482, Comment 3.

504 58 **ISSUE:** In commentor's opinion, Fairchild AFB, Washington is already a disarmed target.

RESPONSE: Issues of enemy targeting are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 59 **ISSUE:** Commentor concerned about drugs and alcohol in our environment. Requests that there be mandatory testing.

RESPONSE: See response to Document 15, Comment 4.

504 60 **ISSUE:** What is the impact of having these missiles in our community right in our midst? It puts Washington as a target.

RESPONSE: Environmental impacts to the region around Fairchild AFB are described in Section 4.6 of the EIS. The issue of being a target is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 61 **ISSUE:** What evidence do we have that somebody is getting ready to attack us and that we need to have these things here so that we can attack back or attack first?

RESPONSE: Issues of strategic policy and enemy threat are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 62 **ISSUE:** Public hearing comment by Al Mangan.

RESPONSE: See Document 482.

504 63 **ISSUE:** Additional and precise information on the amount and type of toxic waste that would be brought into our area by having the Peacekeeper Rail Garrison program based at Fairchild AFB, Washington should be provided.

RESPONSE: See responses to Document 33, Comment 68 and Document 50, Comment 30.

504 64 **ISSUE:** Money spent on other than the military would produce more jobs.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

504 65 **ISSUE:** Commentor offended by the name "Peacekeeper."

RESPONSE: See response to Document 37, Comment 1.

504 66 **ISSUE:** The EIS has not addressed the environmental concerns if these weapons are ever used.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 67 **ISSUE:** Concerned that Washington will become a police state because of the increased civil strife and the large number of security personnel employed to protect the weapons.

RESPONSE: See response to Document 33, Comment 7.

504 68 **ISSUE:** Commentor in favor of the No Action Alternative.

RESPONSE: See response to Document 3, Comment 1.

504 69 **ISSUE:** The MX is a first-strike weapon.

RESPONSE: See response to Document 3, Comment 1.

504 70 **ISSUE:** Commentor feels a decision on location of the MX should not be influenced by job creation.

RESPONSE: See response to Document 3, Comment 1.

504 71 **ISSUE:** The same amount of money will produce many more jobs in the private sector. This needs to be addressed.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

504 72 **ISSUE:** The EIS should address the negative impacts on the poor.

RESPONSE: Impacts on the poor are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

504 73 **ISSUE:** All movement of the trains, whether training, maintenance, or operational could make Spokane, Washington subject to massive attack. Populated or agricultural areas should be avoided.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 74 **ISSUE:** Commentor concerned about sabotage.

RESPONSE: See response to Document 6, Comment 2.

504 75 **ISSUE:** Commentor recommends the No Action Alternative at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

- 504 76 **ISSUE:** Commentor concerned that the rail lines in Colville, Washington are not in very good shape and that train derailments do and will occur.

RESPONSE: A discussion of the likelihood of a rail accident is discussed in EIS Chapter 5. Also see responses to Document 15, Comment 3 and Document 24, Comment 2.

- 504 77 **ISSUE:** Commentor does not believe that military spending is good for the economics of the community or country. Thinks that missiles for money and jobs are not a good reason for them to be deployed.

RESPONSE: See response to Document 3, Comment 1.

- 504 78 **ISSUE:** An alternative investment of money scenario should be discussed along with a cumulative discussion of all military programs in the community rather than incremental for each new system.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 504 79 **ISSUE:** It is a financial burden to the cities and counties where arrests to protestors are made.

RESPONSE: See response to Document 33, Comment 10.

- 504 80 **ISSUE:** Commentor upset that one third of the time at the public hearing was used for Air Force presentation.

RESPONSE: See response to Document 39, Comment 1.

- 504 81 **ISSUE:** The EIS should address the vulnerability of track damage and derailment using information currently available concerning derailments in the United States.

RESPONSE: See response to Document 24, Comment 2.

- 504 82 **ISSUE:** The EIS should discuss the disruption and expense caused by "people of conscience" occupying the tracks.

RESPONSE: See response to Document 33, Comment 10.

- 504 83 **ISSUE:** How many weapons do we need for deterrence?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 504 84 **ISSUE:** The EIS should address the impact of missile propellant explosions in rural areas as well as urban areas.

RESPONSE: The impact of missile propellant explosions is addressed in Sections 5.3.1.4 and 5.4 of the EIS.

- 504 85 **ISSUE:** What is the probability of an action or accident between armed security personnel and civilians?

RESPONSE: Minimal. See response to Document 366, Comment 19.

504 86 **ISSUE:** Wartime effects and impacts on arms control should be discussed in the EIS.

RESPONSE: These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 87 **ISSUE:** Commentor requests that the No Action Alternative at Fairchild AFB, Washington be taken.

RESPONSE: See response to Document 3, Comment 1.

504 88 **ISSUE:** Commentor in support of the program at Fairchild AFB, Washington.

RESPONSE: See response to Document 3, Comment 1.

504 89 **ISSUE:** How many of the 26.5 acres of wetlands in Washington will be disturbed by the nonprogram-related relocation of the Survival School?

RESPONSE: The Air Training Command Survival School will be relocated to an area south of the Fairchild AFB flightline (see EIS Figure 4.6-1). The area that would be affected consists of agricultural land and mixed grass-shrub. No wetland areas will be affected by this relocation (see EIS Section 4.6.6.2, Figure 4.6.6-1 and Section 4.6.6.3).

504 90 **ISSUE:** Public hearing comment by Honorable Al Ogdon.

RESPONSE: See Document 62.

504 91 **ISSUE:** The EIS is not complete because it does not follow the definition of environment.

RESPONSE: See EIS Section 1.2.

504 92 **ISSUE:** Commentor is offended that the Peacekeeper is looked at as a deterrent when it really comes down to a show of force.

RESPONSE: See response to Document 3, Comment 1.

504 93 **ISSUE:** Commentor opposed to the program because the missile is vulnerable.

RESPONSE: See response to Document 3, Comment 1.

504 94 **ISSUE:** Money spent on the program is a waste and makes Spokane, Washington a number one target.

RESPONSE: These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

504 95 **ISSUE:** Commentor concerned about the effects of the program on the aquifer in Spokane, Washington.

RESPONSE: The City of Spokane relies on the Spokane Aquifer for its entire water supply and the aquifer has been designated as a sole source

aquifer by the Environmental Protection Agency. The Peacekeeper Rail Garrison is projected to have minimal effects upon this aquifer (see EIS Sections 4.6.7.2 and 4.6.7.3).

- 504 96 **ISSUE:** Commentor concerned that the air quality of Spokane, Washington has never been able to meet its standards.
- RESPONSE:** Although the City of Spokane is designated as a nonattainment area for carbon monoxide (CO) and particulates, Fairchild AFB is classified as attainment for these pollutants as well as for all the other criteria pollutants. The emissions emitted from the Proposed Action, both during the construction and operations phases, will cause negligible impacts on the air quality in the City of Spokane and in Spokane County. The total particulate burden in Spokane County would temporarily increase only two percent during the construction phase while CO burden increase would be about 0.1 percent. During the operations phase, the particulate burden would return to near the same level that existed prior to the construction phase, and the CO burden increase would remain near the 0.1-percent level (see EIS Section 4.6.9).
- 504 97 **ISSUE:** Commentor opposed to the program at Fairchild AFB, Washington.
- RESPONSE:** See response to Document 3, Comment 1.
- 504 98 **ISSUE:** Commentor concerned about the environmental impact upon fields, wetlands, and all that dwells there, especially the humans.
- RESPONSE:** Noted.
- 504 99 **ISSUE:** Commentor feels Spokane, Washington will be a first-strike target. We are being held hostage by our enemies.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 504 100 **ISSUE:** A psychological and spiritual study of effects on parents and children should be done.
- RESPONSE:** See response to Document 5, Comment 14.
- 504 101 **ISSUE:** Public hearing comment by David Carroll.
- RESPONSE:** See Document 364.
- 505 1 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 2 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 3 **ISSUE:** Commentor feels beneficial effects at Grand Forks AFB, North Dakota might be greater than the Draft EIS indicates.

RESPONSE: Noted.

505 4 **ISSUE:** Resolution in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 5 **ISSUE:** Public hearing comment by James Earl.

RESPONSE: See Document 96.

505 6 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 7 **ISSUE:** Resolution in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 8 **ISSUE:** Public hearing comment by the Honorable Raymond Trosen.

RESPONSE: See Document 314.

505 9 **ISSUE:** How many accidents have occurred in the last 15 years concerning missiles that use liquid fuel? What can be done to contain such a fire and what is the effect of the toxic fumes generated by the fire?

RESPONSE: See EIS Chapter 5.

505 10 **ISSUE:** What effects do hydrogen-chloride and hydrogen-oxide have on the human body?

RESPONSE: A discussion of the human health effects of hydrogen-chloride and nitrogen-oxide can be found in EIS Section 5.4.

505 11 **ISSUE:** Public hearing comment by Frank Coe.

RESPONSE: See Document 225.

505 12 **ISSUE:** Resolution in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 13 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 14 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 15 **ISSUE:** Commentor opposed to the MX missile.

RESPONSE: See response to Document 3, Comment 1.

- 505 16 **ISSUE:** The jobs created by the program in Grand Forks, North Dakota are not permanent. The program expected lifetime is 20 years. At the end of 20 years, the program could be abandoned.

RESPONSE: See response to Document 270, Comment 11.

- 505 17 **ISSUE:** Commentor disagrees with population projections and subsequent housing analysis.

RESPONSE: Population projections are from the North Dakota Census Data Center, Department of Agricultural Economics, North Dakota Agricultural Experiment Station, North Dakota State University, Fargo, North Dakota. They were deemed the best available and were updated to reflect recent information. Based upon these projections, no shortages in the general housing market were projected. EIS Section 4.7.1.3 indicates, however, that increases in competition for low-cost housing are expected and might result in the use of substandard units.

- 505 18 **ISSUE:** The costs of the modified or eliminated program at Grand Forks, North Dakota should be discussed in the EIS.

RESPONSE: See response to Document 33, Comment 63.

- 505 19 **ISSUE:** Commentor opposed to the program at Grand Forks AFB, North Dakota because the economic benefits are not worth it.

RESPONSE: Noted.

- 505 20 **ISSUE:** Resolution in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 505 21 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 505 22 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 505 23 **ISSUE:** Public hearing comment by Lonny Winrich.

RESPONSE: See Document 316.

- 505 24 **ISSUE:** The Draft EIS adequately discusses impacts and Grand Forks, North Dakota can accommodate any program-related growth.

RESPONSE: Noted.

- 505 25 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 26 **ISSUE:** Commentor in support of the MX Rail Garrison system.

RESPONSE: See response to Document 3, Comment 1.

505 27 **ISSUE:** Grand Forks, North Dakota is an ideal location for the Peacekeeper Rail Garrison system.

RESPONSE: See response to Document 3, Comment 1.

505 28 **ISSUE:** Commentor disagrees with the conclusion of negligible cultural impacts at Grand Forks AFB, North Dakota particularly with regard to railroad spurs being located near or in the very area where some burial sites have been discovered.

RESPONSE: Construction of a possible second rail egress is not a part of the Proposed or Alternative Actions, and was not analyzed in detail. EIS Section 4.7.14 is intended simply to identify major concerns requiring further analysis should a second rail line be considered in the future. In that event, detailed archaeological studies would be conducted and important sites avoided to the extent possible through program redesign. Because this is a site-specific EIS, impact assessments refer to those particular locations that would be affected by Rail Garrison facilities. Archaeologists from the University of North Dakota conducted survey and testing in the proposed impact areas at the base. Only two sites were identified and neither qualify as historically important according to National Register of Historic Places criteria. Site importance is evaluated in relation to this specific set of criteria established by law, and in consultation with the State Historic Preservation Officer.

505 29 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 30 **ISSUE:** Public hearing comment by Martin Zeilig.

RESPONSE: See Document 317.

505 31 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 32 **ISSUE:** Public hearing comment by Ronnie Diane Rosenberg.

RESPONSE: See Document 315.

505 33 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 34 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 35 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 36 **ISSUE:** Commentor opposed to the program because it is not morally justified, is vulnerable to attack, is a first-strike weapon, and affects the psychological well-being of the young.

RESPONSE: These issues are beyond the scope of this EIS. Also see response to Document 3, Comment 1 and Document 5, Comment 14.

505 37 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 38 **ISSUE:** Public hearing comment by Curtis Stofferahn.

RESPONSE: See Document 318.

505 39 **ISSUE:** Commentor disagrees with the current United States military policy.

RESPONSE: See response to Document 3, Comment 1.

505 40 **ISSUE:** Commentor opposed to the program at Grand Forks AFB, North Dakota because the economic advantages are not worth it.

RESPONSE: Noted.

505 41 **ISSUE:** Commentor questions the quality of life in Grand Forks, North Dakota because of increased importance as a target for nuclear attack.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

505 42 **ISSUE:** Human resources could be used to better the community instead of increasing the nuclear arms race.

RESPONSE: See response to Document 3, Comment 1.

505 43 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

505 44 **ISSUE:** Public hearing comment by Richard Frank.

RESPONSE: See Document 319.

505 45 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.

- RESPONSE:** See response to Document 3, Comment 1.
- 505 46 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 47 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 48 **ISSUE:** Public hearing comment by Ronnie Rosenberg.
- RESPONSE:** See Document 315.
- 505 49 **ISSUE:** Commentor opposed to the weapons system because of morality, feasibility, and what will happen strategically if it is deployed.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 50 **ISSUE:** Commentor questions the possible detonation or explosion of nuclear weapons during the time of dispersal on the rail lines of the MX missiles.
- RESPONSE:** See response to Document 33, Comment 45.
- 505 51 **ISSUE:** Are there test data available to show that a nuclear detonation cannot occur in an accident scenario?
- RESPONSE:** The nuclear system certification process described in EIS Section 5.1.1 provides the data that demonstrates that a nuclear detonation is virtually impossible. In addition, see the Department of Energy EISs referred to in EIS Section 5.
- 505 52 **ISSUE:** If one warhead is detonated, would the other 19 on the train be detonated?
- RESPONSE:** See response to Document 33, Comment 45.
- 505 53 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 54 **ISSUE:** Commentor in support of the program at Grand Forks AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 505 55 **ISSUE:** By putting these missiles on rails, you are escalating the chance of a first strike.
- RESPONSE:** This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 505 56 **ISSUE:** Who is going to pay for the impact of Grand Forks, North Dakota

when the Air Force moves the people out and those jobs evaporate?

RESPONSE: See response to Document 270, Comment 11.

505 57 **ISSUE:** The money would be better spent on other services.

RESPONSE: The issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

505 58 **ISSUE:** Public hearing comment by Al Hermondson.

RESPONSE: See Document 337.

505 59 **ISSUE:** Public hearing comment by Virginia Miller.

RESPONSE: See Document 311.

505 60 **ISSUE:** Commentor questions safety section conclusions.

RESPONSE: The commentor's concern is noted. The conclusions in the Safety section were based on the most current information available, years of experience in weapon development and deployment, and an exhaustive study by highly qualified researchers. Barring specific comments on any of these areas, a more specific reply cannot be provided.

505 61 **ISSUE:** Military spending would be better used on community services.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

505 62 **ISSUE:** Canadians need to have a say in what happens near their border. Also need a discussion of the environmental impact of a Soviet nuclear strike on the MX missiles and how Canada would be impacted.

RESPONSE: The President and Congress will make the final decision on deployment of the system. Issues of environmental impact of a nuclear strike are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

505 63 **ISSUE:** Storing several nuclear warheads in the railroad garrison all in one place seems a very unsafe and destabilizing proposal. Does not this grouping of missiles in trains make us an easy, first-rate target?

RESPONSE: Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

505 64 **ISSUE:** More research should be done for another system that will not cause any community to become such a primary target.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

506 1 **ISSUE:** Public hearing comment by the Honorable Doug Wood.

RESPONSE: See Document 219.

506 2 **ISSUE:** The people of north Pulaski County give unqualified support of

RESPONSE: See response to Document 3, Comment 1.

506 14 **ISSUE:** Public hearing comment by Jerry Halsell.

RESPONSE: See Document 397.

506 15 **ISSUE:** Will any security commander or subordinate have the power to automatically detain or search persons found on the railroad rights-of-way as may be done on military reservations?

RESPONSE: See response to Document 33, Comment 12.

506 16 **ISSUE:** Will homes and properties immediately adjacent to the rights-of-way be subject to unannounced searches and/or systematic observation?

RESPONSE: No.

506 17 **ISSUE:** Will plainclothes or secret agents be stationed in towns, villages, or at other intervals along MX rail lines for security purposes?

RESPONSE: No.

506 18 **ISSUE:** Will persons living near the MX routes be advised that their activities are subject to systematic monitoring?

RESPONSE: They will not be subjected to systematic monitoring.

506 19 **ISSUE:** Will deployment of the MX result in the establishment of a network of secret police across the dispersal area?

RESPONSE: No network of secret police will be established

506 20 **ISSUE:** Will there be Congressional oversight of this security network?

RESPONSE: No network of secret police will be established.

506 21 **ISSUE:** Is it reasonable to ask citizens to allow the formation and widespread deployment of another secret security organization?

RESPONSE: No network of secret police will be established.

506 22 **ISSUE:** To what uses, other than the MX railway security, will the security network be utilized?

RESPONSE: No network of secret police will be established.

506 23 **ISSUE:** What additional security measures will be taken to prevent sabotage or acts of terrorism? What is the environmental impact of the above safeguards?

RESPONSE: See responses to Document 33, Comments 7 and 21.

506 24 **ISSUE:** The No Action Alternative has not been properly considered in terms of economic impacts.

RESPONSE: See response to Document 270, Comment 31.

- 506 25 **ISSUE:** How many jobs would be created if \$10 to \$15 billion were spent on education instead of the military?
- RESPONSE:** See response to Document 366, Comment 7.
- 506 26 **ISSUE:** Why haven't other MX basing modes been considered?
- RESPONSE:** Comparison of basing modes is beyond the scope of this EIS.
- 506 27 **ISSUE:** Why hasn't a discussion of MX deletion been considered?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 506 28 **ISSUE:** Descriptions in the Proposed Action fail to specify whether missiles are the ones currently in silos.
- RESPONSE:** The Proposed Action assumes 50 new missiles.
- 506 29 **ISSUE:** Commentor opposed to any kind of nuclear weapon.
- RESPONSE:** See response to Document 3, Comment 1.
- 506 30 **ISSUE:** What would be the effect on groundwater if an accident in northern Arkansas caused seepage of propellants?
- RESPONSE:** The missile solid propellants are relatively insoluble in water and do not pose any threat to the water supplies. The liquid propellants are quite volatile and reactive so they would evaporate or react with plants, soil and other substances rather than seep into the water supply. The consequences of propellant releases are described in Section 5.4 of the EIS.
- 506 31 **ISSUE:** Would missiles used be those currently in silos at F.E. Warren AFB, Wyoming? If new missiles are involved, why aren't costs included for their manufacture? If missiles are taken from silos, why is loss of silo jobs not taken into consideration?
- RESPONSE:** See response to Document 390, Comment 1.
- 506 32 **ISSUE:** The railroad system should be preserved for transportation, not a toy for the military.
- RESPONSE:** See response to Document 3, Comment 1.
- 506 33 **ISSUE:** The Proposed Action fails to specify whether missiles are to be removed from silos and what impact the removal would have on the Alternative Action.
- RESPONSE:** See response to Document 404, Comment 21.
- 506 34 **ISSUE:** Since current weapons would endure a Soviet surprise attack with enough weaponry to retaliate, doesn't this constitute "sufficient military strength?"
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 506 35 **ISSUE:** Commentor opposed to nuclear weapons.
RESPONSE: See response to Document 3, Comment 1.
- 506 36 **ISSUE:** What dangers are posed to civilians living or traveling near tracks who might be misidentified as a threat to trains? Will personnel be authorized to use force? Will trains be authorized to run over protestors?
RESPONSE: See responses to Document 33, Comment 12 and Document 366, Comment 21.
- 506 37 **ISSUE:** What is the purpose of the 400-foot-long attached shelter and the attached supplemental railcars? Is their cost included in the discussion?
RESPONSE: The attached shelter will be used to house any supplemental rail cars which may be used. The cost is included in the cost estimates of the program described in EIS Section 4.1.1.
- 506 38 **ISSUE:** Is the purchase price of the supplemental rail cars included in the overall cost estimates of the program?
RESPONSE: Yes.
- 506 39 **ISSUE:** How many cars will fit into the shelter? Will supplemental cars be too great in number?
RESPONSE: See response to Document 473, Comment 23.
- 506 40 **ISSUE:** The dollars to be spent in the Draft EIS are in 1986 dollars. Will this be updated?
RESPONSE: The most recent economic series data available are for the year 1986, therefore, all estimates are presented in constant 1986 dollars.
- 506 41 **ISSUE:** Why should the public believe this MX program is conducted more safely than prior MX programs? Why are trains tested but missiles are not?
RESPONSE: See response to Document 473, Comment 15.
- 506 42 **ISSUE:** Homebuilders Association of greater Little Rock, Arkansas supports missile deployment in Arkansas.
RESPONSE: See response to Document 3, Comment 1.
- 506 43 **ISSUE:** Public hearing comment by Bill Gwatney.
RESPONSE: See Document 396.
- 506 44 **ISSUE:** Chamber of Commerce in Jacksonville, Arkansas supports deployment of the MX at Little Rock AFB, Arkansas because it is needed.
RESPONSE: See response to Document 3, Comment 1.
- 506 45 **ISSUE:** Public hearing comment by Fred Deveau.

- RESPONSE:** See Document 50.
- 506 46 **ISSUE:** Public hearing comment by John Ball.
RESPONSE: See Document 481.
- 506 47 **ISSUE:** How much destruction can ten warheads cause?
RESPONSE: This issue is beyond the scope of this EIS. See response to Document 3, Comment 1.
- 506 48 **ISSUE:** Public hearing comment by Elizabeth DeVeau.
RESPONSE: See Document 50.
- 506 49 **ISSUE:** Commentor in support of the Rail Garrison system.
RESPONSE: See response to Document 3, Comment 1.
- 506 50 **ISSUE:** Public hearing comment by Ralph Desmarais.
RESPONSE: See Document 87.
- 506 51 **ISSUE:** Public hearing comment by Trusten Holden.
RESPONSE: See Document 400.
- 506 52 **ISSUE:** Public hearing comment by Ruth Bell.
RESPONSE: See Document 401.
- 506 53 **ISSUE:** Commentor requests that surface water quality in Arkansas be addressed in case of an accident.
RESPONSE: See response to Document 401, Comment 4.
- 506 54 **ISSUE:** Commentor opposed to the MX missile system.
RESPONSE: See response to Document 3, Comment 1.
- 506 55 **ISSUE:** Will civil dispatchers be required to submit to security clearance, random drug testing, and medical and psychological screening? Would measures be taken to make sure dispatchers show up in a crisis situation?
RESPONSE: This is still to be determined between the Air Force and the railroads. Operational procedures having no environmental impact are beyond the scope of this EIS.
- 506 56 **ISSUE:** What indicators were used to generate employment figures? EIS Table 4.1.1-1 figures are in error because of lack of fluctuation in the jobs/billion ratio obtained by dividing employment by actual dollars spent.
RESPONSE: National employment effects were estimated using a national input-output model developed by the U.S. Bureau of Economic Analysis. The minor fluctuations in jobs/billion ratio stems from the fact that only a few industry sectors would receive the majority of the economic stimulus.

- 506 57 **ISSUE:** Commentor opposed to nuclear weapons and money being used to support a military/industrial complex.
- RESPONSE:** See response to Document 3, Comment 1.
- 506 58 **ISSUE:** Commentor opposed to the MX missile system.
- RESPONSE:** See response to Document 3, Comment 1.
- 506 59 **ISSUE:** Commentor not opposed to national security but is opposed to the MX missile.
- RESPONSE:** See response to Document 3, Comment 1.
- 506 60 **ISSUE:** What is peacetime? What sort of threat will no longer be peacetime? How many miles away will it be before there is a direct threat?
- RESPONSE:** See response to Document 454, Comment 3.
- 506 61 **ISSUE:** What is national need?
- RESPONSE:** See response to Document 33, Comment 98.
- 506 62 **ISSUE:** What were the chances of explosion for the Titan?
- RESPONSE:** Chances of explosion on Titan missiles is not in the scope of this document. Also see response to Document 33, Comment 34.
- 506 63 **ISSUE:** What will the net positive effect of short-term jobs be on Jacksonville, Arkansas or the nation as a whole?
- RESPONSE:** Some of the program-related jobs (especially direct construction jobs) will be of short duration. The economic effects of this program would be to employ workers and material that may have otherwise been unused or underutilized. This would create jobs, income, and spending in the affected area.
- 506 64 **ISSUE:** How extensive will the "off limits" perimeter be?
- RESPONSE:** See response to Document 33, Comment 22
- 506 65 **ISSUE:** Will the Air Force be required to fire on anyone near the tracks as the MX railcars pass?
- RESPONSE:** No.
- 506 66 **ISSUE:** Will landowners adjacent to the tracks be required to remove trees and other things that might provide cover for attackers?
- RESPONSE:** No. Railway rights-of-way are the responsibility of individual railroad companies. The security provisions for the Peacekeeper Rail Garrison system will not cause disruption of the lives of those living near the garrisons or the rail lines that the system might use.
- 506 67 **ISSUE:** Public hearing comment by Gerry Getty.

- RESPONSE:** See Document 89.
- 506 68 **ISSUE:** Public hearing comment by Catherine Markey.
RESPONSE: See Document 232.
- 506 69 **ISSUE:** How do you know the trains leaving sheds will not provoke a first strike by the Soviet Union?
RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 506 70 **ISSUE:** How will weight and length of the car affect rail or tire failure, excessive rocking, too high center of gravity, tipping and weight distribution, or flexing and turning radius?
RESPONSE: See response to Document 33, Comment 74.
- 506 71 **ISSUE:** How easy is it for terrorists or attackers to identify these trains?
RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 506 72 **ISSUE:** Once the trains get rolling around, how do you call them back?
RESPONSE: During dispersal, the Peacekeeper trains would continue to operate on the national rail network until directed by a higher authority to return to the garrisons (see EIS Section 1.4.4).
- 506 73 **ISSUE:** Commentor requests that the Air Force clean up the Vertac site and Agent Orange storage before another mess is made.
RESPONSE: The issue of mitigation of prior incidents is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 506 74 **ISSUE:** The Final EIS should address the problem of passing this train through the Vertac site.
RESPONSE: See response to Document 506, Comment 73.
- 506 75 **ISSUE:** Commentor in support of the MX missile system.
RESPONSE: See response to Document 3, Comment 1.
- 506 76 **ISSUE:** Public hearing comment by Emma Knight.
RESPONSE: See Document 382.
- 506 77 **ISSUE:** Commentor concerned about the morals of the country.
RESPONSE: See response to Document 32, Comment 1.
- 506 78 **ISSUE:** Commentor in support of the MX system.
RESPONSE: See response to Document 3, Comment 1.

- 507 1 **ISSUE:** The missile will not change much in the Great Falls, Montana area.
- RESPONSE:** See response to Document 3, Comment 1.
- 507 2 **ISSUE:** Will the Air Force pay for the extra demands placed on our schools in Great Falls, Montana, our streets, and our county services?
- RESPONSE:** See response to Document 50, Comment 47.
- 507 3 **ISSUE:** If the President, Congress, and the Pentagon support this system deployment, so do I.
- RESPONSE:** See response to Document 3, Comment 1.
- 507 4 **ISSUE:** Commentor in support of the program at Malmstrom AFB, Montana.
- RESPONSE:** See response to Document 3, Comment 1.
- 507 5 **ISSUE:** Is the quality of security force adequate at Malmstrom AFB, Montana?
- RESPONSE:** Yes.
- 507 6 **ISSUE:** Would construction resources such as gravel be adequate to withstand added demand?
- RESPONSE:** Studies have been conducted to identify aggregate resources and production rates for the area. It has been concluded that aggregate resources for the area exceed the demand of the proposed program and do not present any concern for local producers or anticipated demands.
- 507 7 **ISSUE:** This missile's very nature could be considered threatening to the Soviet Union which would initiate a first strike. Do we really need it at present? Do we need to spend money on this system that is already outdated and not needed?
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 507 8 **ISSUE:** Are the people going to be made aware of expected train routes?
- RESPONSE:** No. Also see response to Document 33, Comment 29.
- 507 9 **ISSUE:** By "credible track" do you mean the rail is workable and operable?
- RESPONSE:** No reference to credible track could be found. A study made by the Federal Railroad Administration and the Association of American Railroads found most of the track in the national rail network suitable for our trains. Credible track is track with the physical characteristics necessary to permit unlimited movement of the Peacekeeper train during dispersed operations. Also see response to Document 24, Comment 2.
- 507 10 **ISSUE:** Commentor in support of the national defense policy.
- RESPONSE:** See response to Document 3, Comment 1.

- 507 11 **ISSUE:** Public hearing comment by Paul Stephens.
RESPONSE: See Document 234.
- 507 12 **ISSUE:** Has removal of gravel been looked at in relation to what it will do to future generations?
RESPONSE: See response to Document 507, Comment 6.
- 507 13 **ISSUE:** Will public hearings be held in other areas besides Great Falls, Montana?
RESPONSE: See response to Document 34, Comment 11.
- 507 14 **ISSUE:** Public hearing comment by Ray Jergeson.
RESPONSE: See Document 270.
- 507 15 **ISSUE:** The Draft EIS is not an objective analysis of impacts but an elaborate rationalization of decisions already made.
RESPONSE: The Draft EIS was prepared using the most recent data and appropriate scientific methodologies available, and was subject to vigorous review by experts in all environmental fields. The purpose of the document is to present an unbiased evaluation capable of withstanding close scrutiny and challenge.
- 507 16 **ISSUE:** Why was only one hearing held in Montana?
RESPONSE: See response to Document 34, Comment 11.
- 507 17 **ISSUE:** Why is construction underway at Malmstrom AFB, Montana for the Midgetman launcher storage building and offices?
RESPONSE: Research and development is continuing on the ICBM. The facilities being constructed at Malmstrom AFB are for storage of the engineering test unit of the Small ICBM Hard Mobile Launcher.
- 507 18 **ISSUE:** The EIS tends to gloss over harmful impacts.
RESPONSE: Impacts of deploying the Peacekeeper Rail Garrison are discussed in Chapter 4 of the EIS.
- 507 19 **ISSUE:** Economic activity brought on by the project will increase national inflation. Diversion of program funds from private to governmental factors will weaken our economy and add to the national debt. Attracting new businesses and tourists will become harder for Great Falls, Montana as they become more dependent on the military economy and get a reputation of being in the missile business.
RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 507 20 **ISSUE:** An upgraded missile program would assist United States deterrent effort in maintaining a peaceful status.

RESPONSE: See response to Document 3, Comment 1.

507 21 **ISSUE:** Have bases been prioritized as to which one gets the missiles first if the program is implemented?

RESPONSE: The bases have not been prioritized at this time.

507 22 **ISSUE:** Commentor will support the program at Malmstrom AFB, Montana if our elected officials decide to implement the program.

RESPONSE: See response to Document 3, Comment 1.

507 23 **ISSUE:** What is a credible accident?

RESPONSE: That term refers to accidents that have some chance, however remote, of occurring.

507 24 **ISSUE:** When there is land acquisition, does the "fair-market value" include the future value after the Air Force improves it with housing, for example?

RESPONSE: Local appraisers who are familiar with local realty conditions will calculate the fair market value of the land at the time of acquisition. The Air Force is required by law to offer the full value that the appraiser determines that property is worth. The proposed future use of the property to be acquired does not affect the fair market value at the time of acquisition.

507 25 **ISSUE:** Safety concerns during dismantling should be addressed.

RESPONSE: See response to Document 33, Comment 63.

507 26 **ISSUE:** The League of Women Voters does not support the MX program.

RESPONSE: See response to Document 3, Comment 1.

507 27 **ISSUE:** Sabotage of rail lines is not adequately addressed.

RESPONSE: See response to Document 6, Comment 2.

507 28 **ISSUE:** Who is Tetra Tech, Inc.?

RESPONSE: Tetra Tech, Inc. is a major consulting firm with over two decades of experience in environmental and engineering programs for both the United States government and civilian-sector clients.

507 29 **ISSUE:** The Draft EIS did not consider comments made in the scoping hearing.

RESPONSE: See response to Document 33, Comment 53.

507 30 **ISSUE:** Public hearing comment by Allan Hahn.

RESPONSE: See Document 294.

507 31 **ISSUE:** What is the average speed of trains in the system? Is it integrated into an operational system of the line it is on?

RESPONSE: The train is capable of 55 to 60 mph, but the average speed during dispersal will be about 30 mph. Yes, it will be integrated into the commercial rail networks.

507 32 **ISSUE:** Commentor in support of the program at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

507 33 **ISSUE:** Commentor opposed to nuclear weapon technology.

RESPONSE: See response to Document 3, Comment 1.

507 34 **ISSUE:** The Draft EIS failed to include a schedule of projected cost overruns, nor the cost of bombs.

RESPONSE: Issues of cost overruns and the cost of warheads are beyond the scope of this EIS. See response to Document 3, Comment 1

507 35 **ISSUE:** How can the Air Force assess the reliability of the MX with no planned testing on the rail?

RESPONSE: See response to Document 118, Comment 1.

507 36 **ISSUE:** The existing Montana track is in deplorable condition. Weathering of the track has not been taken into consideration, nor has the vulnerability to sabotage.

RESPONSE: See responses to Document 15, Comment 3 and Document 24, Comment 2.

507 37 **ISSUE:** Building a missile system does not promote peace or international stability.

RESPONSE: See response to Document 3, Comment 1.

507 38 **ISSUE:** Commentor's opinion is that the MX missiles are bad business. It will turn Great Falls, Montana into a garrison town.

RESPONSE: See response to Document 3, Comment 1.

507 39 **ISSUE:** Are there any provisions made to help defray the costs of transportation and jail problems?

RESPONSE: See response to Document 507, Comment 2.

507 40 **ISSUE:** In the south site option at Malmstrom AFB, Montana, the airstrip is located in an explosive safety zone. Is this wise?

RESPONSE: Explosive safety zones are established to preclude large numbers of people from gathering for long periods of time in areas where potential accidents could harm them. Short-term presence in the zones is permitted and involves negligible risk.

507 41 **ISSUE:** Will an internal power system be sufficient since Montana Power lines are not adequate to handle increased loads?

RESPONSE: At this time, Montana Power indicates that their lines will be adequate (see EIS Section 4.9.2).

507 42 **ISSUE:** Commentor hopes we can find a middleground of utilization of these monies for civilian purposes.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

507 43 **ISSUE:** National need can be redefined at any time by the Department of Defense.

RESPONSE: The President and Congress define national need. Also see response to Document 33, Comment 98.

507 44 **ISSUE:** Who owns Tetra Tech?

RESPONSE: Tetra Tech is an employee-owned company.

507 45 **ISSUE:** The Great Falls Chamber of Commerce supports the program at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

507 46 **ISSUE:** Do the command, communication and control systems necessitated by Rail Garrison pose any type of threat to human health of Great Falls, Montana?

RESPONSE: Command and control communication systems will use existing technology. No threats to human health as a result of their use have been identified.

507 47 **ISSUE:** Commentor concerned about the effect of the dispersal of radiation of toxic substances, and is uneasy about living near a genuine hazard.

RESPONSE: See response to Document 50, Comment 68.

507 48 **ISSUE:** Commentor against nuclear war.

RESPONSE: See response to Document 3, Comment 1.

507 49 **ISSUE:** Were current projects on Highway 87 taken into account when considering road congestion at Malmstrom AFB, Montana? Is the problem temporary or minimal?

RESPONSE: Current projects were taken into account during the analysis but temporary impacts may be felt during construction.

507 50 **ISSUE:** Who will have final review of the EIS? Will Congress and the administration have final say as to the approval and implementation of the program?

RESPONSE: The EIS will be reviewed by the President, Congress, and the Department of Defense. The purpose of this EIS is to provide an objective appraisal of the environmental impacts associated with deployment of the

Peacekeeper Rail Garrison program. The findings of this EIS and other factors such as operational aspects, costs, and strategic posturing will be considered by the President and Congress in the decision-making process.

507 51 **ISSUE:** Commentor in support of the program at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

507 52 **ISSUE:** More hearings should have been held in Montana, in particular, Havre, or Shelby.

RESPONSE: See response to Document 34, Comment 11.

507 53 **ISSUE:** Could the Soviet satellites see trains leaving their garrison?

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS.

507 54 **ISSUE:** How many different garrisons are proposed? How many trains are proposed for Great Falls, Montana.

RESPONSE: Malmstrom AFB and ten other locations are being considered. Up to four trains for the Proposed Action and up to six trains for the Alternative Action could be based at Great Falls.

507 55 **ISSUE:** How much time would the United States have to deploy the Rail Garrison if missiles were launched from shores outside Washington?

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

507 56 **ISSUE:** Commentor feels the world is not a safer place because of nuclear weapons.

RESPONSE: See response to Document 3, Comment 1.

507 57 **ISSUE:** Commentor in support of the program at Malmstrom AFB, Montana.

RESPONSE: See response to Document 3, Comment 1.

508 1 **ISSUE:** Commentor supports the program because the City of Minot, North Dakota has already negotiated the purchase of land necessary to deploy the garrison; the socioeconomic value of Rail Garrison far outweighs the loss of potential revenue from oil and gas leases; and the region has the necessary growth potential in land, housing, schools, and energy and water resources to absorb the program.

RESPONSE: Noted.

508 2 **ISSUE:** Commentor stated that Minot's current water supply is adequate to accommodate the proposed program. Small increases in water use would not interfere with existing major users.

RESPONSE: This is stated in EIS Section 4.10.7.3.

- 508 3 **ISSUE:** Minot, North Dakota's wastewater treatment plant is approaching capacity, but added flows should not overfill.
- RESPONSE:** A study prepared by the city evaluating potential improvements to the wastewater system is currently under review by the Minot City Council and will be reviewed by the state and the Environmental Protection Agency during the upcoming months. Final action by the city should provide additional capacity to process projected baseline flows.
- 508 4 **ISSUE:** Commentor stated that the added demand of less than one-tenth of one percent of the annual average flow of the Souris River in North Dakota would not degrade the baseline water quality.
- RESPONSE:** This is stated in EIS Section 4.10.7.3.
- 508 5 **ISSUE:** Commentor stated that the erosion and associated sediment transport to Egg Creek, North Dakota is expected to be limited and have only minor and intermittent effects on the water quality of the creek.
- RESPONSE:** This is stated in EIS Section 4.10.7.3.
- 508 6 **ISSUE:** The upgrading of 14 miles of existing railroad track would cause some sedimentation during infrequent periods of storm water runoff but when soil stabilization efforts have been in effect, the sedimentation would clear.
- RESPONSE:** This is stated in EIS Section 4.10.7.3.
- 508 7 **ISSUE:** Effects on groundwater quantity and quality are expected to be minor because the Minot, North Dakota aquifer has a natural recharge which is more than twice its anticipated baseline plus program pumpage.
- RESPONSE:** This is stated in EIS Section 4.10.7.3.
- 508 8 **ISSUE:** Commentor stated that the program would have positive economic impacts on the Minot, North Dakota area and would do no damage to the environment.
- RESPONSE:** Noted.
- 508 9 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota due to economic activity it would maintain and because of strong patriotic population in the area.
- RESPONSE:** Noted.
- 508 10 **ISSUE:** Commentor stated that the local utility deems that the increase of three-tenths of one percent in 1992 would be no problem.
- RESPONSE:** Noted.
- 508 11 **ISSUE:** Commentor stated that displacement of waterfowl and shorebirds is not a bad thing because it may improve overall health of species by placing it in a richer, better environment.

RESPONSE: Approximately 2.5 acres of prairie potholes would be destroyed by the program. These wetlands provide important habitat for waterfowl and shorebird. Loss of the prairie pothole would displace wildlife that is dependent upon these areas (see EIS Section 4.10.6.3).

- 508 12 **ISSUE:** Commentor stated that the destruction of naturally occurring plants and plant cover would be replaced after construction by more desirable cover such as grass, shrubbery, and trees.

RESPONSE: The majority of the area that would be affected has been previously disturbed or used for agricultural purposes. Approximately 46 acres of natural habitat would be disturbed by the program.

- 508 13 **ISSUE:** Commentor supported the program because of the creation of 419 new jobs and increase in personal income. Also stated that construction industry would be able to handle construction requirements of the program.

RESPONSE: Noted.

- 508 14 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 508 15 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota because of the socioeconomic benefits, increased employment, and plans to award small contracts to enable local firms to bid.

RESPONSE: Noted.

- 508 16 **ISSUE:** Public hearing comment by Steve Sydness.

RESPONSE: See Document 241.

- 508 17 **ISSUE:** Commentor stated that statistics quoted in the Draft EIS on safety and railroads in regards to railroad collisions are probably not very applicable to North Dakota because they have not had an accident since he has been working on the railroad.

RESPONSE: See response to Document 24, Comment 2.

- 508 18 **ISSUE:** Commentor supported the program because of the amount of jobs in Minot, North Dakota that are going to be created.

RESPONSE: Noted.

- 508 19 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota because the MX is safe and environmentally sound. The city and the base have a good working relationship.

RESPONSE: Noted.

- 508 20 **ISSUE:** Public hearing comment by Gary Wickre.

RESPONSE: See Document 252.

- 508 21 **ISSUE:** Commentor opposed to nuclear arms.
RESPONSE: See response to Document 3, Comment 1.
- 508 22 **ISSUE:** Public hearing comment by Art Ekblad.
RESPONSE: See Document 257.
- 508 23 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota.
RESPONSE: See response to Document 3, Comment 1.
- 508 24 **ISSUE:** The notice for the hearing fails to conform to Air Force, Department of Defense Regulations, Section 989.15, subsection B(2). The Draft EIS is not widely available in libraries of surrounding communities; public hearings are not being held in sufficient number of locations; and three-hour public hearings are not sufficient.
RESPONSE: See responses to Document 34, Comments 9 and 11 and Document 315, Comments 1 and 2.
- 508 25 **ISSUE:** The Draft EIS fails to adequately present the alternatives, including the No Action Alternative.
RESPONSE: See response to Document 37, Comment 15.
- 508 26 **ISSUE:** The Draft EIS must consider the extent to which the proposal is controversial.
RESPONSE: Controversy involves disagreement among recognized professionals over environmental impacts or assessment methods. Possible controversy over the purpose, need, or desirability of this program was not considered in the evaluation of the significant impact.
- 508 27 **ISSUE:** The Draft EIS fails to address the degree to which the action establishes a precedent for future actions.
RESPONSE: See response to Document 315, Comment 12.
- 508 28 **ISSUE:** The Draft EIS for Minot, North Dakota fails to consider whether the overall unemployment rate for the area would increase for 1993 and thereafter.
RESPONSE: EIS Section 4.10.1.3 has been revised to incorporate program-induced changes in unemployment rates.
- 508 29 **ISSUE:** Commentor against the program because money to be used for MX could be used for other better programs, the MX is a "peace polluter," and pollutes the political process.
RESPONSE: These issues are beyond the scope of this EIS. See responses to Document 3, Comment 1 and Document 32, Comment 1.
- 508 30 **ISSUE:** Commentor in support of the EIS.
RESPONSE: See response to Document 3, Comment 1.

- 508 31 **ISSUE:** Commentor in support of the EIS.
- RESPONSE:** See response to Document 3, Comment 1.
- 508 32 **ISSUE:** Commentor supports the program and raised the question on whether impacts to local surrounding towns such as Glenburn and Mohall, North Dakota were covered in the EIS.
- RESPONSE:** In the socioeconomic study, a five-county area with the primary county (Ward) was looked at. The other counties looked at included Bottineau, McHenry, McLean and Renville. Those counties were evaluated individually, but no specific cities within them were included in the evaluation. Only those cities where a majority of the program-related immigration would occur were considered. Glenfall and Mohall are not expected to receive an appreciable number of immigrants.
- 508 33 **ISSUE:** Public hearing comment by Brenda Mattson.
- RESPONSE:** See Document 242.
- 508 34 **ISSUE:** The entire handling of the section on wildlife (Draft EIS Page 4.10-24) is not very clear. The language is unclear as to how the species would be affected, by what means, and whether any measures to mitigate were considered.
- RESPONSE:** EIS Section 4.10.6.3 has been revised.
- 508 35 **ISSUE:** Draft EIS Section 4.10.2.2 on wastewater is inadequate.
- RESPONSE:** See response to Document 508, Comment 3.
- 508 36 **ISSUE:** Draft EIS Section 4.10.5.2 on prehistoric and historic resources is inadequate and unclear.
- RESPONSE:** The discussion of prehistoric and historic resources (EIS Section 4.10.5.2) has been revised to reflect the results of field studies in the specific areas which would be affected by Rail Garrison facilities. Archaeologists from the University of North Dakota conducted a survey and testing in the proposed impact areas. No historically important sites were identified. Site importance is evaluated according to criteria, set out in the Advisory Council on Historic Preservation regulations (36 CFR 60.4), and in consultation with the North Dakota State Historic Preservation Office.
- 508 37 **ISSUE:** The Draft EIS fails to consider the extent to which military personnel and dependents make the economy of Minot, North Dakota dependent on federal dollars and vulnerable in the event of military defense cutbacks.
- RESPONSE:** Economic dependence on the military is beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 508 38 **ISSUE:** Why was the Draft EIS prepared by Tetra Tech, Inc. which until earlier this year, was a subsidiary of Honeywell, a major defense contractor?

RESPONSE: Tetra Tech provided a disclosure statement to the Air Force due to concern regarding its association with Honeywell. Honeywell no longer owns Tetra Tech thus the statement verified the separation of Honeywell from Tetra Tech management, which satisfied the Air Force.

- 508 39 **ISSUE:** The Draft EIS must be expanded to address concerns raised at the hearing. Additional public hearings must be held after the revised EIS is prepared. The public must be given full and fair opportunity to be heard.

RESPONSE: The issuance of a supplemental Draft EIS is only warranted when there are substantial changes to the program and/or to the conclusions of the document. The Final EIS does address concerns raised at the public hearings. Therefore, a revised Draft EIS will not be prepared and no additional public hearings will be held.

- 508 40 **ISSUE:** Commentor against the Rail Garrison program.

RESPONSE: See response to Document 3, Comment 1.

- 508 41 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 508 42 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota because of increased employment, enhancement of an already good rail transportation system, and interruptions to rail traffic would not be a problem.

RESPONSE: See response to Document 3, Comment 1.

- 508 43 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 508 44 **ISSUE:** Commentor in support of the program to be deployed in Minot AFB, North Dakota because the city can handle or meet program requirements.

RESPONSE: See response to Document 3, Comment 1.

- 508 45 **ISSUE:** Public hearing comment by Charles Hoffman.

RESPONSE: See Document 306.

- 508 46 **ISSUE:** Commentor against the Rail Garrison system but if the system is deployed it might as well be in Minot, North Dakota.

RESPONSE: See response to Document 3, Comment 1.

- 508 47 **ISSUE:** Commentor in support of the findings of the Draft EIS for Minot AFB, North Dakota and the program.

RESPONSE: See response to Document 3, Comment 1.

- 508 48 **ISSUE:** Section 4.10.7 of the Draft EIS which says that 829 housing units are available, is short now. It should be 1,000 because the community lost the 5th Fighter.
- RESPONSE:** Available housing unit estimates include effects of the loss of the 5th Fighter Squadron.
- 508 49 **ISSUE:** Public hearing comment by Neal Ruedisili.
- RESPONSE:** See Document 391.
- 508 50 **ISSUE:** Public hearing comment by Earl Allen.
- RESPONSE:** See Document 411.
- 508 51 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota.
- RESPONSE:** See response to Document 3, Comment 1.
- 508 52 **ISSUE:** Public hearing comment by Mike Fedorchak.
- RESPONSE:** See Document 253.
- 508 53 **ISSUE:** Public hearing comment by Al Hermondson.
- RESPONSE:** See Document 337.
- 508 54 **ISSUE:** Commentor in support of the program at Minot AFB, North Dakota because it is for the defense and security of this state and nation, because impacts to the area are within acceptable limits, and because the area is receptive and able to accommodate the program.
- RESPONSE:** See response to Document 3, Comment 1.
- 508 55 **ISSUE:** Have there been any environmental restrictions by state and local law or regulations as per Draft EIS Page 4.0-2 incurred that would discourage the Air Force from coming to Minot AFB, North Dakota?
- RESPONSE:** The Air Force will comply with legally applicable environmental restrictions of state and local laws and regulations (see EIS Chapter 4).
- 509 1 **ISSUE:** Public hearing comment by the Honorable Edwin Denman.
- RESPONSE:** See Document 66.
- 509 2 **ISSUE:** Public hearing comment by the Honorable Ben Mangina.
- RESPONSE:** See Document 71.
- 509 3 **ISSUE:** Public hearing comment by the Honorable Woodrow Kurth.
- RESPONSE:** See Document 55.
- 509 4 **ISSUE:** Public hearing comment by Ray Maring.

RESPONSE: See Document 70.

509 5 **ISSUE:** Commentor in support of the program at Whiteman AFB, Missouri.

RESPONSE: See response to Document 3, Comment 1.

509 6 **ISSUE:** Addition of half a section of land to Whiteman AFB, Missouri for the Rail Garrison would be an asset to the area.

RESPONSE: Noted.

509 7 **ISSUE:** Kaysinger Basin Regional Planning Commission in Clinton, Missouri feels statistical impact on Whiteman AFB would not be any different except the new rail spur might slightly affect a few households.

RESPONSE: Impacts on land use at Whiteman AFB are discussed in EIS Section 4.4.4.3.

509 8 **ISSUE:** Noise levels would not increase normal levels at Whiteman AFB, Missouri.

RESPONSE: Impacts on noise associated with deployment of the proposed program at Whiteman AFB are discussed in EIS Section 4.11.10.3.

509 9 **ISSUE:** Since rail traffic on the Katy line is decreasing, added Rail Garrison traffic would not increase existing traffic at Whiteman AFB, Missouri.

RESPONSE: Noted.

509 10 **ISSUE:** Local archaeologist says there should be no archaeological sites of any significance near the rail spur.

RESPONSE: The impressions of professional researchers familiar with the region may be useful as background information. However, reliance on that sort of information does not fulfill the Air Force's legal obligation to "identify and evaluate" resources that could be affected by the proposed program. When project areas are relatively small, or when precise resource locations are required for planning, field studies are normally the preferred approach. Field surveys at Whiteman AFB identified eight historic sites in proposed impact areas. As required by law, the sites were evaluated according to National Register of Historic Places criteria and none were found to be historically important. These findings have been submitted to the Missouri State Historic Preservation Office to obtain the necessary concurrence.

509 11 **ISSUE:** Black-tail rabbit is found in the vicinity but railroad rights-of-way should provide excellent habitat for this Missouri listed rare species.

RESPONSE: See EIS Section 4.11.6.2. The black-tailed jackrabbit is known to occur on Whiteman AFB. Railroad rights-of-way may inadvertently preserve native habitat for a number of plants and animals, including the black-tailed jackrabbit.

509 12 **ISSUE:** The southeast corner of Whiteman AFB, Missouri is presently not being used by prairie chicken, however, railroad rights-of-way would be excellent habitat, should they return.

RESPONSE: Noted.

- 509 13 **ISSUE:** Nothing indicates any natural prairie plant remnants are in the particular Whiteman AFB, Missouri area.

RESPONSE: Noted.

- 509 14 **ISSUE:** There may be some incidence of summer gray bats in standing dead timber, but there have been no sightings in the Whiteman AFB, Missouri area.

RESPONSE: Consultation with experts from local natural resource agencies and results of field surveys conducted during 1988 did not indicate occurrence of this species in the project area (see EIS Section 4.11.6.2).

- 509 15 **ISSUE:** Was the B-2 bomber coming to Whiteman AFB, Missouri ever considered?

RESPONSE: Deployment of the B-2 bomber mission at Whiteman AFB is considered in the baseline analysis (see EIS Sections 1.8.2 and 4.11).

- 509 16 **ISSUE:** The EIS should cover impacts on a national scale.

RESPONSE: Nationwide impacts on the national economy and railroads are discussed in Section 4.1 of the EIS.

- 509 17 **ISSUE:** You will be able to tell the missile cars from commercial cars because they are so large.

RESPONSE: See response to Document 33, Comment 74 and EIS Section 1.3.

- 509 18 **ISSUE:** Commentor asks how people will feel when a train rolls out; if they will think its the "real thing."

RESPONSE: See response to Document 5, Comment 14.

- 509 19 **ISSUE:** Public hearing comment by Phillip McNally.

RESPONSE: See Document 65.

- 509 20 **ISSUE:** Commentor in favor of the Rail Garrison because it is well worth the small risk involved.

RESPONSE: See response to Document 3, Comment 1.

- 509 21 **ISSUE:** Commentor questions whether figures given by the Federal Railroad Administration were for the piece of rail in question in the Whiteman AFB, Missouri area.

RESPONSE: Data on railroad capabilities, conditions, utilization, and safety were provided for all railways in the United States. Also see response to Document 24, Comment 2.

- 509 22 **ISSUE:** The Air Force should be concerned that although there is not much of an impact on Johnson County, Missouri, the county may secede from the union as the third largest nuclear power.
- RESPONSE:** See responses to Document 15, Comment 3 and Document 24, Comment 2.
- 509 23 **ISSUE:** Missouri has an inadequate rail system.
- RESPONSE:** See responses to Document 15, Comment 3 and Document 24, Comment 2.
- 509 24 **ISSUE:** More hearings along the train route should be held.
- RESPONSE:** See response to Document 34, Comment 11.
- 509 25 **ISSUE:** Public hearing comment by Gregg Lombardi.
- RESPONSE:** See Document 287.
- 509 26 **ISSUE:** The Air Force should consider the future of the race and think twice about children.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 27 **ISSUE:** Public hearing comment by John Klotz.
- RESPONSE:** See Document 57.
- 509 28 **ISSUE:** Commentor in support of basing Rail Garrison at Whiteman AFB, Missouri.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 29 **ISSUE:** Describe the length and weight of the rail car carrying the missile.
- RESPONSE:** See response to Document 33, Comment 74.
- 509 30 **ISSUE:** The church teaches it is immoral to threaten the lives of other human beings and commentor feels MX Rail Garrison does this and is wrong.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 31 **ISSUE:** Public hearing comment by Lynn Harmon.
- RESPONSE:** See Document 53.
- 509 32 **ISSUE:** The scope of the EIS is too narrow; it should include train routes and the impact of nuclear war.
- RESPONSE:** The issue of nuclear war is beyond the scope of this EIS. Also see responses to Document 33, Comments 29.
- 509 33 **ISSUE:** There is no empirical evidence to support the impact of any kind of accident in Missouri with these trains.

RESPONSE: Noted.

509 34 **ISSUE:** Was there contingency plans for: the fuel plant in Nevada that exploded or the Titan II explosion in Arkansas?

RESPONSE: The Air Force has had nuclear weapon system emergency plans and general disaster plans since the early days of nuclear weapon system deployment. The Titan II accident was managed in accordance with these plans. The Nevada fuel plant accident was handled by local, civilian emergency responders. The nature of their accident planning is beyond the scope of this EIS.

509 35 **ISSUE:** Public hearing comment by Karen Prins.

RESPONSE: See Document 82.

509 36 **ISSUE:** How many people will be employed to maintain security?

RESPONSE: See response to Document 33, Comment 28.

509 37 **ISSUE:** Will trained security personnel have the right to detain and search anybody, such as hunters and fishermen, as they approach the track at Air Force installations?

RESPONSE: See response to Document 33, Comment 12.

509 38 **ISSUE:** Local law enforcement agencies will get no extra power to protect this system and will be using county money to remove protestors on the tracks. Local law enforcement officers will get the worst job out of all this.

RESPONSE: All required security for the system will be provided by the Air Force. The Air Force will work with local authorities to minimize potential civil disturbances.

509 39 **ISSUE:** Commentor feels the Air Force has kept faith with the people of Missouri by keeping the missile sites as low-keyed as possible. Based on Whiteman AFB's past performance, the Rail Garrison will be a safe system.

RESPONSE: See response to Document 3, Comment 1.

509 40 **ISSUE:** Public hearing comment by Helen Burnham.

RESPONSE: See Document 494.

509 41 **ISSUE:** Commentor welcomes the Peacekeeper to the Whiteman AFB, Missouri area. It has a positive economic impact and minimal or no environmental impacts.

RESPONSE: Noted.

509 42 **ISSUE:** What are the dimensions of the rail car?

RESPONSE: See response to Document 33, Comment 74.

- 509 43 **ISSUE:** The Draft EIS was not available soon enough for concerned citizens to review.
- RESPONSE:** See response to Document 50, Comment 1.
- 509 44 **ISSUE:** Naming the MX missile Peacekeeper is a big lie.
- RESPONSE:** See response to Document 37, Comment 1.
- 509 45 **ISSUE:** The MX is a war starter missile. It is designed and planned to deploy in a first-strike mode. It is a weapon intended to start a nuclear war. The missile already deployed in Wyoming cannot survive a first strike back to the Soviets, therefore they must launch very early.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 46 **ISSUE:** Will having approximately 40 very accurate hydrogen bombs on rail cars within two city blocks in the Oscoda, Michigan area tempt the Soviets or other adversaries to launch an attack on that spot early during the crisis.
- RESPONSE:** Issues of national security are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 509 47 **ISSUE:** The secondary effects of a missile train accident involving a tanker truck carrying hazardous materials must be addressed.
- RESPONSE:** See response to Document 404, Comment 11.
- 509 48 **ISSUE:** The hearings were designed to give those people with a vested interest more opportunities to speak than those against the action.
- RESPONSE:** At the hearing for Whiteman AFB, Missouri, there were five elected officials who represented the most people and were allowed to speak first. The balance of the speakers were randomly selected. Also see response to Document 33, Comment 53.
- 509 49 **ISSUE:** The use of the word "Peacekeeper" for the name of a missile gives a pleasant meaning to an unpleasant reality. This name indicates the Air Force is trying to persuade the public of something they want to do.
- RESPONSE:** See response to Document 37, Comment 1.
- 509 50 **ISSUE:** Meetings were held for a few people in a small area when all the people of Missouri and the nation should be heard.
- RESPONSE:** See response to Document 34, Comment 11.
- 509 51 **ISSUE:** The public has a much larger interest than the many unending technicalities that are raised in this report, such as the impacts of nuclear war.
- RESPONSE:** The issue of impacts due to nuclear war is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 509 52 **ISSUE:** Commentor quotes the Union of Concerned Scientists who say the MX missile is extremely destabilizing and could be perceived by the Soviets as provocative, therefore exacerbating the crisis.

RESPONSE: This issue is beyond the scope of this EIS. Also see response to Document 3, Comment 1.

- 509 53 **ISSUE:** Commentor quotes the Union of Concerned Scientists who claims the MX missile is a waste of taxpayers' money since the United States already possesses sufficient nuclear deterrence.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 509 54 **ISSUE:** Commentor quotes statement by the Union of Concerned Scientists saying the new rail basing mode is vulnerable to attack since it takes up to 6 hours to disperse the trains from garrisons and Soviet missile can reach American soil in 30 minutes.

RESPONSE: Operational details having no environmental impact are beyond the scope of this EIS.

- 509 55 **ISSUE:** Commentor quotes the Union of Concerned Scientists statement saying the vulnerable MX basing mode increases America's incentive to strike early; it is a first-strike weapon and is therefore directly contrary to the United States' negotiating position in the strategic arms reduction treaty.

RESPONSE: See response to Document 3, Comment 1.

- 509 56 **ISSUE:** Public hearing comment by James Jones.

RESPONSE: See Document 39.

- 509 57 **ISSUE:** Facts, details, and specifics of the trains should be included in the EIS.

RESPONSE: See EIS Section 1.3.2. Also see response to Document 33, Comment 74.

- 509 58 **ISSUE:** Commentor concerned that while deployment of the missile is said to bring economic growth to Johnson and Pettis counties, Missouri, it would not affect unemployment rates in the area but personal incomes will rise. This means that those which already have will get more, while displaced farmers and unemployed workers would continue on the road to chronic poverty.

RESPONSE: The construction phase of the program would create between 700 and 800 civilian jobs over a three year period decreasing unemployment by about 0.1 percent. Since most of the operational jobs are military, the local effect will be minimal (see EIS Section 4.1.1.3).

- 509 59 **ISSUE:** It's time the government played its rightful role by investing in the strength of the people instead of wasting money on weapons systems we don't need.

RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.

- 509 60 **ISSUE:** The few jobs created during peak construction are for a very short time, then drop off sharply.
- RESPONSE:** See response to Document 270, Comment 11.
- 509 61 **ISSUE:** Why do we continue to produce nuclear waste before we know how to dispose of it?
- RESPONSE:** See response to Document 5, Comment 2.
- 509 62 **ISSUE:** Commentor read a first-hand account of the aftermath of Nagasaki and commented that it was not his will to have more nuclear weapons which create this effect.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 63 **ISSUE:** It is against the will of the American people to have more nuclear weapons.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 64 **ISSUE:** Commentor felt the EIS shouldn't forget people in other countries that don't deserve to die or the moral dimension of allowing these weapons into the community and of teaching children these weapons are acceptable.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 65 **ISSUE:** While we do have the right to defend our country, it is stupid and vicious to use this crude, morally repugnant method that will carry out and increase the threat of nuclear war.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 66 **ISSUE:** Why is it important to spend more money on this system when we have appropriated so much for the Trident II missile?
- RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 509 67 **ISSUE:** Public hearing comment by Frances Russell.
- RESPONSE:** See Document 407.
- 509 68 **ISSUE:** Public hearing comment by Mark Haim.
- RESPONSE:** See Document 264.
- 509 69 **ISSUE:** Commentor in support of the program at Whiteman AFB, Missouri.
- RESPONSE:** See response to Document 3, Comment 1.
- 509 70 **ISSUE:** Commentor felt the Warrensburg School Board was working with the Air Force by deciding no signs could be put up at the meeting.
- RESPONSE:** Regulations of the Warrensburg School Board were in effect at the public hearing.

- 509 71 **ISSUE:** Commentor felt three minutes was not long enough to comment at the public hearing.
- RESPONSE:** See response to Document 33, Comment 53.
- 509 72 **ISSUE:** Commentor felt more hearings should be held to allow more folks to comment.
- RESPONSE:** See response to Document 34, Comment 11.
- 509 73 **ISSUE:** Commentor objected to the restriction of comments only to the construction site rather than the issue of placing multi-warhead missiles in uncovered garages near a population center.
- RESPONSE:** See response to Document 482, Comment 35.
- 509 74 **ISSUE:** Commentor feels the issue of placing missiles so near a population center should be addressed in the EIS.
- RESPONSE:** Potential safety issues concerning population centers are discussed in EIS Chapter 5.
- 509 75 **ISSUE:** Commentor feels the EIS should address secondary economic impacts such as the impact of an explosion and the release of radiation on agricultural crop sales.
- RESPONSE:** See responses to Document 33, Comment 66 and Document 287, Comment 91.
- 509 76 **ISSUE:** Commentor feels the hearing procedures were inadequate.
- RESPONSE:** See response to Document 33, Comment 53.
- 509 77 **ISSUE:** The current deadline for the comment period should be extended to give nontechnical persons time to understand the document and determine the issues.
- RESPONSE:** See response to Document 50, Comment 1.
- 509 78 **ISSUE:** More hearings should be held in St. Louis and other concerned communities in Missouri.
- RESPONSE:** See response to Document 34, Comment 11.
- 509 79 **ISSUE:** Commentor asked whether cumulative effects of soil erosion on railroad tracks and accidents along the Missouri River were considered.
- RESPONSE:** Cumulative effects of a train accident on soil erosion along the Missouri River are not expected to occur. Train accidents are of short-duration and do not result in considerable erosion. However, erosion control methods would be utilized if necessary.
- 509 80 **ISSUE:** Commentor felt that each commentor should have the same 40 minutes the Air Force got.
- RESPONSE:** See response to Document 33, Comment 53.

509 81 **ISSUE:** Commentor felt the public has not been included in the process since no names were used.

RESPONSE: Names of individuals who made statements at the public hearings for the Draft EIS or submitted written comments on the Draft EIS are provided in Section 1.1 of this volume of the EIS (Volume II, Public Comments).

509 82 **ISSUE:** Commentor points out that well over half the people present at the Warrensburg, Missouri meeting were opposed to the MX missile.

RESPONSE: See response to Document 3, Comment 1.

509 83 **ISSUE:** The EIS needs to consider impacts of nuclear war.

RESPONSE: The impacts of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

509 84 **ISSUE:** Commentor feels we need to deal with the homeless people before working on trying to destroy them.

RESPONSE: See response to Document 3, Comment 1.

509 85 **ISSUE:** Commentor feels sending a panel to Warrensburg to whitewash the MX missile program is insulting and a mockery and travesty of justice.

RESPONSE: See response to Document 3, Comment 1.

509 86 **ISSUE:** Commentor felt the 3-minute time limit given to comment on a statement as thick as the Draft EIS is too short.

RESPONSE: See response to Document 33, Comment 53.

509 87 **ISSUE:** Commentor felt the EIS should discuss impacts of nuclear war.

RESPONSE: The impacts of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.

509 88 **ISSUE:** Commentor pointed out that although the District Representative is not known as a dove, and usually votes in favor of any weapons system, even he voted to cut MX spending.

RESPONSE: See response to Document 3, Comment 1.

509 89 **ISSUE:** The EIS should state that the public be informed immediately whether an accident involves the presence or absence of nuclear weapons.

RESPONSE: See Section 5.5.1 of the EIS.

509 90 **ISSUE:** Public hearing comment by Patty Purves.

RESPONSE: See Document 85.

509 91 **ISSUE:** Public hearing comment by Jerry Brown.

RESPONSE: See Document 72.

- 510 1 **ISSUE:** Commentor questions the significance of groundwater contamination at Wurtsmith AFB, Michigan in regard to supplying additional water for the program.
- RESPONSE:** See response to Document 34, Comment 28.
- 510 2 **ISSUE:** Public hearing comment by Robert Foster.
- RESPONSE:** See Document 115.
- 510 3 **ISSUE:** Commentor in support of the program at Wurtsmith AFB, Michigan due to positive economic impact it would have on the area's income and employment levels.
- RESPONSE:** Noted.
- 510 4 **ISSUE:** Commentor questions the observation in the Draft EIS concerning availability of water and potential aggravation of groundwater contamination.
- RESPONSE:** See response to Document 34, Comment 28.
- 510 5 **ISSUE:** Public hearing comment by Robert Snider.
- RESPONSE:** See Document 118.
- 510 6 **ISSUE:** Public hearing comment by David Jackson.
- RESPONSE:** See responses to Document 33, Comments 6 to 30 and Comments 54 to 61.
- 510 7 **ISSUE:** Local contractors are currently building additional housing in the Oscoda, Michigan area.
- RESPONSE:** Noted.
- 510 8 **ISSUE:** It is unfair that only one hearing was held in Michigan.
- RESPONSE:** See response to Document 34, Comment 11.
- 510 9 **ISSUE:** There was not enough time for all to speak. The three-minute limit was not fair to citizens.
- RESPONSE:** See response to Document 33, Comment 53.
- 510 10 **ISSUE:** Commentor against the MX basing in Michigan or anywhere else.
- RESPONSE:** See response to Document 3, Comment 1.
- 510 11 **ISSUE:** Commentor does not believe there is a negligible risk from plutonium release.
- RESPONSE:** Potential human health effects are discussed in EIS Section 5.4.

- 510 12 **ISSUE:** Commentor in favor of the program at Wurtsmith AFB, Michigan but with reservations for the environment.
- RESPONSE:** See response to Document 3, Comment 1.
- 510 13 **ISSUE:** Commentor against the MX because it would create a destructive environment for the nation.
- RESPONSE:** See response to Document 3, Comment 1.
- 510 14 **ISSUE:** Commentor against the MX system and all nuclear weapons because it is inconsistent with United States arms control policy.
- RESPONSE:** See response to Document 3, Comment 1.
- 510 15 **ISSUE:** Money spent on the nuclear weapons would be better spent on human needs.
- RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 510 16 **ISSUE:** Public hearing comment by Ralph Ferber.
- RESPONSE:** See Document 112.
- 510 17 **ISSUE:** Public hearing comment by James Anderson.
- RESPONSE:** See Document 120.
- 510 18 **ISSUE:** Public hearing comment by Terry Miller.
- RESPONSE:** See Document 111.
- 510 19 **ISSUE:** Public hearing comment by Leona Riebling.
- RESPONSE:** See Document 474.
- 510 20 **ISSUE:** The Proposed Action would not likely jeopardize continued existence of any listed species, or result in loss or adverse modifications of critical habitat. Measures to avoid or minimize impacts should be easy given 5,200 acres available on Wurtsmith AFB, Michigan.
- RESPONSE:** A summary of potential impacts is presented in EIS Table 4.12.6-2 and Section 4.12.6.3. Much of the upland habitat (grassland, forest, and shrubland) that would be disturbed for the proposed program would not be allowed to recover to predisturbance conditions, and would be permanently lost. In addition, construction of the rail spur would result in the loss of approximately 3.2 acres of valuable forested wetland habitat in the Au Sable River floodplain. The proposed location of the rail spur on Wurtsmith AFB is the only siting design that would accommodate the special engineering constraints of the program. Reestablishment of comparable habitat values at a wetland creation site would be a long-term (many generations for most wildlife species) process because of the complexity of natural ecosystems. Mitigation would be undertaken in cooperation with the Michigan Department of Natural Resources and U.S. Fish and Wildlife Service.

510 21 **ISSUE:** Were local environmental agencies, such as the Michigan Department of Natural Resources (DNR) consulted for the Draft EIS analysis?

RESPONSE: The Michigan DNR, U.S. Fish and Wildlife Service, and Michigan Natural Features Inventory were consulted regarding potential impacts of the proposed program on biological resources at Wurtsmith AFB, Michigan.

510 22 **ISSUE:** What permits will the Air Force get for construction in wetland area?

RESPONSE: A permit application for wetland fill would be filed with the Michigan Department of Natural Resources if the Peacekeeper Rail Garrison program is deployed at Wurtsmith AFB, Michigan.

510 23 **ISSUE:** What other nine threatened and endangered species which would be affected besides Kirtlands warbler and the lake sturgeon?

RESPONSE: Twelve threatened and endangered, federal-candidate, and state-sensitive species occur in the general region of influence (see EIS Table 4.12.6-1 for list of species and distributions); however, only one of these species (the eastern massasauga) occurs onbase or in the program area. The eastern massasauga, a federal-candidate species, may be disturbed by construction of a small portion of the rail spur in the Au Sable River floodplain south of Wurtsmith AFB, Michigan.

510 24 **ISSUE:** What are the plans to dispose of solid/toxic wastes? How is hazardous waste managed at Wurtsmith AFB, Michigan now?

RESPONSE: See response to Document 33, Comment 68.

510 25 **ISSUE:** If the 244 acres of forest land (jack pine) is destroyed, how will it be done?

RESPONSE: The garrison site at Wurtsmith AFB, Michigan was previously burned during a forest fire and currently supports scrubby regrowth of pine and oak and planted pine saplings. Other facility sites (e.g. grenade range and explosive ordnance disposal range) are in mature forest habitat. Construction for the proposed program would require complete removal of woody vegetation, and grading of the sites according to engineering specifications.

510 26 **ISSUE:** If the Air Force plans to fill the 3.4 acres of wetlands connected with the Au Sable River in Michigan, what will be the altered routes of water underground?

RESPONSE: The proposed rail construction in a small portion of the Au Sable River floodplain and would occur approximately 0.5 mile away from the river, and is not likely to alter present groundwater flow paths.

510 27 **ISSUE:** Commentor does not foresee the need for much temporary housing in Oscoda, Michigan as there are many workers in the area, some commute up to 100 miles, and others use campsites.

RESPONSE: Noted.

- 510 28 **ISSUE:** Commentor against nuclear arms.
RESPONSE: See response to Document 3, Comment 1.
- 510 29 **ISSUE:** Commentor against nuclear arms anywhere in the world. The money spent on the program would be better spent in fields like education and health care.
RESPONSE: Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 32, Comment 1.
- 510 30 **ISSUE:** Commentor opposed to nuclear weapons.
RESPONSE: See response to Document 3, Comment 1.
- 510 31 **ISSUE:** Public hearing comment by Richard Skochdopole.
RESPONSE: See Document 116.
- 510 32 **ISSUE:** Public hearing comment by Willard Hunter.
RESPONSE: See Document 119.
- 510 33 **ISSUE:** Public hearing comment by Joan McCoy.
RESPONSE: See Document 33.
- 510 34 **ISSUE:** Commentor opposed to the program in Michigan or anywhere else.
RESPONSE: See response to Document 3, Comment 1.
- 510 35 **ISSUE:** Environmental hearings should be held in every city that the MX rail system trains will practice and travel.
RESPONSE: See response to Document 34, Comment 11.
- 510 36 **ISSUE:** If the Rail Garrison system has negligible danger of explosion while on the tracks, why is there a large safety area onbase where they will be housed?
RESPONSE: See response to Document 504, Comment 35.
- 510 37 **ISSUE:** Public hearing comment by Glenna Snider.
RESPONSE: See Document 118.
- 510 38 **ISSUE:** Great care has been taken in increasing survivability of the missile system but not enough to increase survivability of the residents and the ecosystems of the Great Lakes, Michigan area.
RESPONSE: See response to Document 3, Comment 1.
- 510 39 **ISSUE:** More weapons mean more expense and more eventual nuclear waste to dispose of.
RESPONSE: See response to Document 50, Comment 30.

510 40 **ISSUE:** Commentor concerned about security aspects of the system, sabotage, terrorists, etc.

RESPONSE: See response to Document 6, Comment 2.

510 41 **ISSUE:** Commentor concerned about radioactive isotopes being released and local medical community's ability to respond.

RESPONSE: See response to Document 50, Comment 6.

510 42 **ISSUE:** Commentor concerned about psychological effect on children who discover nukes in their neighborhood.

RESPONSE: See response to Document 5, Comment 14.

510 43 **ISSUE:** Studies show arms spending generates fewer jobs and wealth than equal wealth spent on health care or education. Michigan often loses more in taxes than it gains in military spending.

RESPONSE: See response to Document 3, Comment 1.

510 44 **ISSUE:** What do studies show about long-term effects on property values when nukes moved into an area?

RESPONSE: In an analysis of this type of activity, it has been found that additional demand for housing has either raised the prices of houses, encouraged new construction, or has been beneficial by using otherwise unoccupied or available housing.

2 DOCUMENTS RECEIVED

This section includes all the documents received during the public comment period. The documents are presented four sheets to a page and are assigned sequential numbers from 1 through 497. Every effort has been made to reproduce all documents in a clear and legible form. However, in some cases, the original documents were handwritten in pencil or light ink, or lightly typed and therefore may not have reproduced clearly.

DOCUMENT 1

Buddy Roemer
GovernorPaul Hardy
Lieutenant Governor
and CommissionerState of Louisiana
Department of Culture, Recreation and Tourism
OFFICE OF CULTURAL DEVELOPMENTHenry A. Trudlio
SecretaryLeslie P. Tassin, Jr.
Assistant Secretary

July 7, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448Re: Draft Environmental Impact Statement
Peacekeeper Rail Garrison Program
United States Air Force

Dear Lt. Col. Walsh:

Reference is made to Mr. Gary D. Vest's letter dated June 29, 1988, transmitting a copy of the above document for our review. We have completed our review of the appropriate cultural resources sections and have the following comments to offer.

On page 2-7, it is stated that impacts to significant cultural resources are anticipated at F.E. Warren AFB in Wyoming and Eaker AFB in Arkansas and that "Cultural resource impacts at all other bases would not be significant." The latter statement includes Barksdale AFB here in Louisiana, which is our area of concern. We question how this statement can be made when on page 4.3-24, in the discussion of impacts to cultural resources on Barksdale AFB, it is stated that "Archaeological survey and testing is underway to identify and evaluate resources in proposed program areas."

As we have not received the cultural resources survey report for Barksdale AFB as of this date, we cannot concur with the statement on page 2-7 that the cultural resources impacts at the base would not be significant. Consequently, we must withhold further comment pending submittal of the cultural resources survey report for our review.

Kathleen M. Byrd, Ph.D., Director
Division of Archaeology
P.O. Box 44247 (500 Riverside North)
Baton Rouge, LA 70804
(504) 342-8170

DOCUMENT 1

Lt. Col. Peter Walsh
July 7, 1988
Page 2

Should you have any questions concerning our comments, do not hesitate to contact my staff in the Divisions of Archaeology and Historic Preservation.

Sincerely,

Leslie P. Tassin
State Historic Preservation Officer

LPT:PGR:s

DOCUMENT 2

MICHIGAN DEPARTMENT OF STATE

RICHARD H. AUSTIN

SECRETARY OF STATE



LANSING

MICHIGAN 48918

BUREAU OF HISTORY

ADMINISTRATIVE, PUBLICATIONS
ARCHAEOLOGY AND HISTORIC
PRESERVATION
208 N. Capitol Avenue
517-373-0510STATE ARCHIVES
3405 N. Logan Street
517-325-8165MICHIGAN HISTORICAL MUSEUM
208 N. Capitol Avenue
517-373-3558

July 8, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448RE: ER-88411 Draft Environmental Impact Statement, Peacekeeper Rail
Garrison Program

Dear Col. Walsh:

Our staff has reviewed this document, but before we can offer our final comments concerning the effects this project may have on cultural resources at Murt Smith AFB, we will need to review the cultural resources survey done for that base.

Any questions relating to this letter should be addressed to Dr. John R. Halsey, State Archaeologist at (517) 373-6358.

Sincerely,

Martha M. Bigelow
Director
and
State Historic Preservation Officer
Bureau of History

by:

Kathryn A. Eckert, Deputy
State Historic Preservation Officer
Bureau of History

HMB/KBE/JRH/RSP/cc

DOCUMENT 3

7-12-88

Dear Col. Walsh,
In the interest of love and peace
on all of earth I am to aid its
creatures incl. long you and your
family. Request that no action
be taken that would bring or
deploy any MV or nuclear &
weapons to Michigan or anywhere!
Thanks, Peter, Giffman

DOCUMENT 4

Gayle Jato
502 Lafayette
Grand Haven, Michigan 49417
July 21, 1988

Dear Lt Col. Wash,

Please do not take action on the proposed MX Rail-Harrison System.

It is my conviction that we've placed our country in danger with all of the nuclear weapons we've built. The implementation of this system, and the deployment of nuclear weapons in our state, increases the danger, decreases our safety.

Thank you for your time.

Sincerely,
Gayle M Jato

DOCUMENT 5

PHYSICIANS FOR SOCIAL RESPONSIBILITY
XAVIER HALL SUITE 1009
220 CHERRY ST SE
GRAND RAPIDS, MICHIGAN 49503
TELEPHONE 616-774-0608

July 21, 1988

Director, Environmental Planning Division
AFRCO-BHS-DEV
Morton AFB
San Bernardino, CA 92409

Re: MX Missile Railroad Garrison Proposal
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Sir:

Thank you for sending me the Draft Environmental Impact Statement concerning the MX Missile Railroad Garrison Proposal. I have reviewed the general portions and focused particularly on the section for Wurtsmith AFB in Oscoda, Michigan. In addition, I attended the Scoping Hearing in Oscoda on April 5, 1988 and read portions of a statement on behalf of Physicians For Social Responsibility. A copy of this statement is enclosed for your reference. Since I cannot attend to testify at the follow-up meeting on July 28 in Oscoda, I am submitting my comments in writing.

Overall, I do not find in the DEIS any major new aspects of environmental impact which were not alluded to at the Scoping Hearing or published in the literature I received at that public hearing.

My lingering concerns about the Railroad Garrison Proposal, fall into the following categories:

1. Broader social, economic, political, and health consequences of the nuclear arms build-up
2. Disposal of radioactive waste
3. More MXs is contradictory to the spirit of START
4. Increased vulnerability of rail garrisoned nuclear missiles to accidents, sabotage, and terrorism
5. MXV warheads invite early, presumptive Soviet response
6. Dispersal of missile trains would invite saturation bombing by the Soviets
7. Implications for accompanying ABM and SDI systems, which would violate ABM Treaty
8. Personnel charged with maintaining nuclear weapons
9. Hearings held in remote areas away from public scrutiny and difficult for large numbers of knowledgeable, concerned citizens to attend

DOCUMENT 5

Lawrence M. Probes, M.D.
DEIS, Response
Page 2

My concerns regarding each of these points are contained in the enclosed statement.

It was interesting to observe the people and the process of the Scoping Hearing in Oscoda on April 5. Local businessmen, persons of military background, and politicians were the main spokespersons supporting the proposal and representing the large majority of those attending. Opponents were generally persons representing religion, education, human services, and various peace and justice organizations.

Almost all of the vociferous support for the proposal was based on the anticipated boost to the local economy. Proponents rarely referred to the broader issues regarding the implications of MX on world peace, the national economy, psychological and social effects, or moral concerns. These speakers relied on sheer boosterism to make their point, treating this idea as if it were no different than any large company thinking of building a new plant in their economically stricken region. Their references to the local ecology were occasionally damning or contemptuous, referring to one area to be used as "just one more stand of pine trees and rabbits."

One serviceman's wife spoke quite reassuringly about how people who work with nuclear weapons "don't glow in the dark." This would offer little reassurance to the victims of Chernobyl, who up until that tragic accident probably had little worry about "glowing in the dark." Comments such as these indicated to me the profound ignorance and limited perspective of many of the supporters who spoke at the hearing.

Opponents of the proposal mostly drove several hours to attend the meeting. Their comments were generally well-informed and reflected appropriate concerns which went far beyond Oscoda. They were worried about the effects of this plan on persons other than themselves. Compared to those of the opponents, the points made by the supporters of the proposal were relatively parochial, reflecting local, vested self-interest. Some of the supporters seemed to treat the event as a kind of festive occasion, a municipal pep rally to be embellished by funny stories and slightly off-color jokes.

But the issue really is not funny in any way imaginable. One can only hope that the politicians who make the final decisions about this program will seriously consider the widest range of implications. It is the hope of Physicians For Social Responsibility that our leaders will see the folly and danger of this and other manifestations of the arms race and courageously choose the alternative of No Action.

Sincerely,

Lawrence M. Probes, M.D.

Lawrence M. Probes, M.D.
Chapter Contact
Physicians For Social Responsibility
Grand Rapids, Michigan

DOCUMENT 5

PHYSICIANS FOR SOCIAL RESPONSIBILITY
XAVIER HALL SUITE 1009
220 CHERRY ST SE
GRAND RAPIDS, MICHIGAN 49503
TELEPHONE 616-774-0608

SCOPING HEARING
OSCODA, MICHIGAN
ENVIRONMENTAL IMPACT STATEMENT
PHYSICIANS FOR SOCIAL RESPONSIBILITY
APRIL 5, 1988

The U.S. Air Force is considering basing six to eight MX intercontinental nuclear missiles at Wurtsmith Air Force Base near Oscoda, Michigan.

Physicians For Social Responsibility is one of the nation's largest groups within organized medicine, with over 50,000 members nationally. There are six chapters and over 1,000 members in the state of Michigan. Nationwide, about 24,000 members of PSR are physicians, the remainder being other health professionals and the public.

In the early 1960's, PSR was instrumental in warning the public about the dangers of atmospheric nuclear testing, demonstrating the uptake of radioactive Strontium-90 in the deciduous teeth of children. PSR testimony in Congress about such health hazards was critical in the signing of the Limited Test Ban Treaty, which prohibited atmospheric nuclear testing. Since then, PSR has continued its efforts to educate medical doctors and the public about the world's number one public health threat: nuclear war.

PSR has shown that the destructive power of nuclear weapons is being released long before a war might begin, a concept referred to as "destruction before detonation." This term comprises the broader social, economic, political, and health consequences of the nuclear arms build-up.

We as physicians are particularly concerned about the health of our patients, and the nuclear threat has shown us that our role as diagnosticians and healers must reach beyond the office to understand and treat the broader causes of the arms race.

This brings us to the tiny, rural setting of Wurtsmith Air Force Base near Oscoda, Michigan. Oscoda is within a few hours drive and within the range of radioactive fallout of tens of millions of people in the heart of the Midwest. Therefore, the possibility of locating an arsenal of MX missiles in Oscoda should immediately concern citizens in Grand Rapids, Chicago, Detroit, Cleveland, Flint, Saginaw, Bay City, Lansing, Ann Arbor, and many other communities.

Each MX missile carries ten independently targeted warheads, and each of these has 300 kilotons (Kt) of explosive power. The MX missiles to be based in Michigan will total 1,200 to 2,000 times the firepower that

Scoping Statement
Page 2

destroyed Hiroshima in World War II. The atomic bomb dropped on Hiroshima was about 15 Kt.

After seven years of debate, in June, 1985 Congress authorized the deployment of no more than 50 MX missiles in existing land based Minuteman III silos and ordered the Air Force to develop an alternative basing mode more likely to "survive" a nuclear attack.

10 The idea for Wurtsmith is to place the missiles on rail cars, two to a car, with for or six rail cars total. In a crisis, normal rail traffic would be ordered aside, and the missile trains would roll on existing civilian track. Dispersal of the missiles over a four to six hour period would supposedly make them less targetable by Soviet missile operators.

11 Physicians are taught early in training, "Primum non nocere", which in Latin means, "First do no harm." And sometimes the best treatment is none. In the case of alternative deployments of MX missiles, PSR recommends No Action.

Why is PSR opposed to rail garrisoning? The broadest level of consideration is the global nuclear arms race. This deadly disease continues to proliferate as more countries turn "nuclear", not unlike a TB skin test which turns positive. Rail garrisoning will add up to 50 more nuclear missiles and 500 more warheads to a world which is already straining at the excess of nuclear weapons.

3 On a bilateral political level, the U.S. and U.S.S.R. have concluded the Intermediate Nuclear Forces Treaty (INF) and are actively pursuing a 50% reduction in strategic warheads (such as the MX) by means of the Strategic Arms Reduction Talks (START). Rail garrisoning is contradictory to the spirit of START, and should not be implemented.

On a national level, more weapons means more expense and more eventual nuclear waste to dispose of. The Pentagon originally requested \$2 billion for FY 1988-89, but Congress allotted only \$300 million. More than \$800 million may be requested for FY 1989-90. There would be no end to a list of ways to better spend these funds.

Radioactive waste continues to accumulate, and Michigan Citizens do not want their state to become the Midwest center for nuclear waste disposal. Prevention is better than cure, and we eventually must stop creating so much radioactive waste. This can only be achieved by reducing production of nuclear warheads.

4 Little has been said about the security needed for rail garrisoned nuclear missiles. They would be very vulnerable to accidents, sabotage, and terrorism than silo based missiles. The railroad lines themselves are often poorly maintained, subjecting missile-laden cars to derailments. If radioactive isotopes were released locally due to an accident, studies show that most physicians do not understand the basic medical management of radiation injury, and the medical system is really unprepared to respond adequately.

Scoping Statement
Page 3

5 The MIRVed nature of their warhead invites an early, preemptive Soviet
response, since two Soviet missiles could knock out an MX with ten
warheads. Dispersal would invite saturation bombing by the Soviets to
6 destroy the missiles and the rail system. Without an effective
Antiballistic Missile System (ABM), these missiles would be vulnerable
no matter where they were deployed.

7. ABM in the U.S. was abandoned years ago, but it has been resurrected in the form of the Strategic Defense Initiative (SDI), and it is not logical to consider the environmental impact of railroad garrisoning without considering the ABM system that would eventually accompany it. A ruling by the U.S. Court of Appeals in Colorado confirms this. SDI would cost over a trillion dollars, and it would consume an incredible amount of human, economic, and natural resources for a system that would permit 5% of incoming missiles to leak through, effectively destroying our nation.

8 The personnel charged with maintaining our nuclear weapons have a substantial rate of alcoholism, substance abuse, and aberrant behavior, such that the Personnel Reliability Program must to decertify several thousand persons each year for these reasons.

9 The Scoping hearing itself is being hastily convened with little time for the public to respond. Several others physicians from PSR wanted to testify at the hearing, but they could not suddenly leave their practices on such short notice. Also, only one hearing has been set for the entire state, and it would be important that communities all along the proposed railroad routes be alerted to elicit their concerns.

12 How will the presence of MX missiles affect local property values? How
13 often will the missiles be sent out on cars for testing? What is the
14 psychological effect on children who discover that nuclear missiles are
in their neighborhood?

Perhaps some will see the program as partially good, bringing in needed jobs and monies to their area. But studies show that arms spending generates far fewer jobs and wealth than equal funds spent on health care or education. Michigan has often lost more in taxes than it has gained in military spending in the state.

11 In summary, Physicians For Social Responsibility supports response of NO ACTION to us in MX railroad garrisoning proposal. Let us first do no harm. Let us prevent further spread of the disease of nuclearism. Let us invest our resources in ways that build up true national security: jobs, health, education, and better American products to enjoy at home and compete abroad. Let us turn away from hope in nuclear security and turn toward faith in human effort to solve the problems that stand before us.

Lawrence M. Probes, M.D.
Lawrence H. Probes, M.D.
Chapter Contact
PSR/Grand Rapids

LOCATION Bain City, LA DATE 10-22-1982 Revision

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICHM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

- 1) My main environmental concern about the Rail Division ICBM program is the high risk of derailment and collision such a program entails. Given that there will a high degree of vulnerability to derailment and collisions such to several communities are in proximity of the rail line. It also implies that it will be a disservice and high death tolling to provide this method faster than the more necessary need of existing routes. The rail program only presents an overall.
- 2) It appears in addition to the structural vulnerability of the rail above it is concerned that with a heavy rail would cause damage with several high speed trains between the two regions which can also lead to an threat to the environment.
- 3) It also by using these tunnel tunnels chambers has been (D-W) with notes. Due to the long distances, more vehicles than the present members. The increasing of members can be kept held on the rails, making them more accessible. That alone the problem we don't have a rail line it solve the problem we do have.

March 21, 1988

J. Miller Shawver

J. Miller Shawver	1205 St Mary St	New Orleans	LA	70130
Name	Street Address	City	State	Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-EHS/DEV
Norton Air Force Base
San Bernardino, CA 92409



**Arkansas
Soil and Water
Conservation Commission**

ONE CAPITOL MALL
SUITE 20
LITTLE ROCK, ARKANSAS 72201

PHONE 501-882-1611

MEMORANDUM

TO: Mr. Joe Gillespie, Jr.
Manager, State Clearinghouse

FROM: J. Randy Young, P.E.
Chairman, Technical Review Committee

SUBJECT: DEIS; PEACEKEEPER RAIL GARRISON PROGRAM

DATE: July 21, 1988

Members of the Technical Review Committee of the State of Arkansas have reviewed the referenced Draft Environmental Impact Statement for the Peasekeeper Rail Garrison Program prepared by the Department of the Air Force. The Committee has no objection to the DEIS and preferred alternative provided the concerns, as outlined the the Arkansas Department of Health memorandum dated July 19, 1988, are addressed (copy attached).

The opportunity to comment is appreciated. Enclosed are copies of comments from members of the Committee supporting this position.

JRY:pria
Enclosures
cc: US Department of the Air Force, Lt. Col. Peter Walsh
AFRCE-SMS/DEV
Norton AFB, CA 92409-6448
Paul Means, ADPCE
Bill Williams, AGC
Dr. Joycelyn Elders, ADH
Jo Luck Wilson, ADPT
Harold Grinnett, ANHC
Charles Eddie Smith, AIDC

TECHNICAL REVIEW COMMITTEE
COMMENTS

Peacekeeper Rail Garrison Program

Due Date: July 20, 1988

ASWCC	Arkansas Soil & Water Commission	Support	No Comments	Comments Attached	Do Not Support (Comments to Attached)	Support With Following Conditions	Non-Degradation Certification Issues (Applies to P&C only)
ADPC	Arkansas Game & Fish Commission						
ADPCE	Arkansas Department of Pollution Control						
AGC	Arkansas Geological Commission						
ADH	Arkansas Department of Health						
ADPT	Arkansas Department of Parks & Tourism						
AWC	Arkansas Waterways Commission						
AMHC	Arkansas Natural Heritage Commission						
AMRNC	Arkansas Natural & Scenic Rivers Commission						
AMPD	Arkansas Historic Preservation Program						
ADC	Arkansas Industrial Development Commission						
APC	Arkansas Forestry Commission						
AHTD	Arkansas Highway & Transportation Department						

COMMENTS:

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3370
LITTLE ROCK • 72203

RECEIVED

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
SUBJECT: EIS No. DRAFT Environmental Impact Statement Peacekeeper Rail Garrison Program

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102 (2) (c) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

YOUR COMMENTS SHOULD BE RETURNED BY July 20, 1988 TO MR. RANDY YOUNG, CHAIRMAN - TECHNICAL REVIEW COMMITTEE, #1 CAPITOL MALL, SUITE 2-D, LITTLE ROCK, ARKANSAS 72203.

If we have no reply within that time we will assume you have no comments and will proceed with the sign-off.

- ☒ SUPPORT ☐ DO NOT SUPPORT (COMMENTS ATTACHED)
☐ COMMENTS ATTACHED ☐ SUPPORT WITH FOLLOWING CONDITIONS
☐ NO COMMENTS ☐ NON-DEGRADATION CERTIFICATION ISSUES (APPLIES TO P&C ONLY)

SIGNATURE Joe Gillespie AGENCY SCC DATE 7/5/88
IGS/SC 0100-006-85

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3370
LITTLE ROCK • 72203

RECEIVED

JUL 1 1988

SOIL AND WATER
CONSERVATION COMMISSION

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
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SIGNATURE Joe Gillespie AGENCY Act for the Commission DATE 6-30-88
IGS/SC 0100-006-85

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3370
LITTLE ROCK • 72203

RECEIVED

JUL 6 1988

SOIL AND WATER
CONSERVATION COMMISSION

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
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SIGNATURE Joe Gillespie AGENCY AWC DATE July 6, 1988
IGS/SC 0100-006-85

DOCUMENT 7

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3270
LITTLE ROCK - 72203

OFFICE OF
INTERGOVERNMENTAL
SERVICES
PHONE (501) 271-1074

RECEIVED
JUL 7 1988

SOIL AND WATER
CONSERVATION COMMISSION

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
SUBJECT: EIS No. DRAFT Environmental Impact Statement Peacekeeper Rail Garrison Program

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YOUR COMMENTS SHOULD BE RETURNED BY July 20, 1988) TO -----
MR. RANDY YOUNG, CHAIRMAN - TECHNICAL REVIEW COMMITTEE, #1 CAPITOL MALL, SUITE 2-D, LITTLE ROCK, ARKANSAS 72203.

If we have no reply within that time we will assume you have no comments and will proceed with the sign-off.

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☐ COMMENTS ATTACHED ☐ SUPPORT WITH FOLLOWING CONDITIONS
☒ NO COMMENTS ☐ NON-DEGRADATION CERTIFICATION ISSUES (APPLIES TO PC&C ONLY)

SIGNATURE [Signature] AGENCY GEOLOGY DATE 6/30/88
IGS/SC 0100-006-85

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3270
LITTLE ROCK - 72203

OFFICE OF
INTERGOVERNMENTAL
SERVICES
PHONE (501) 271-1074

RECEIVED
JUL 01 1988

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
SUBJECT: EIS No. DRAFT Environmental Impact Statement Peacekeeper Rail Garrison Program

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YOUR COMMENTS SHOULD BE RETURNED BY July 20, 1988) TO -----
MR. RANDY YOUNG, CHAIRMAN - TECHNICAL REVIEW COMMITTEE, #1 CAPITOL MALL, SUITE 2-D, LITTLE ROCK, ARKANSAS 72203.

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SIGNATURE Steve Dodson AGENCY ADPC&E DATE 5 July 88
IGS/SC 0100-006-85

DOCUMENT 7



OFFICE OF
INTERGOVERNMENTAL
SERVICES
PHONE (501) 271-1074

STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3270
LITTLE ROCK - 72203

RECEIVED
JUL 15 1988
SOIL AND WATER
CONSERVATION COMMISSION

Memorandum

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
SUBJECT: EIS No. DRAFT Environmental Impact Statement Peacekeeper Rail Garrison Program

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102 (2) (c) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

YOUR COMMENTS SHOULD BE RETURNED BY July 20, 1988) TO -----
MR. RANDY YOUNG, CHAIRMAN - TECHNICAL REVIEW COMMITTEE, #1 CAPITOL MALL, SUITE 2-D, LITTLE ROCK, ARKANSAS 72203.

If we have no reply within that time we will assume you have no comments and will proceed with the sign-off.

- ☐ SUPPORT ☐ DO NOT SUPPORT (COMMENTS ATTACHED)
☐ COMMENTS ATTACHED ☐ SUPPORT WITH FOLLOWING CONDITIONS
☒ NO COMMENTS ☐ NON-DEGRADATION CERTIFICATION ISSUES (APPLIES TO PC&C ONLY)

SIGNATURE William M. Mayhew AGENCY Arkansas National Heritage Commission DATE July 18, 1988
IGS/SC 0100-006-85

DOCUMENT 7



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3270
LITTLE ROCK - 72203

RECEIVED
JUL 20 1988

SOIL AND WATER
CONSERVATION COMMISSION
RECEIVED IN DIRECTOR'S OFFICE

JUL 01 1988

TO: All Technical Review Committee Members
FROM: Joe Gillespie, Manager - State Clearinghouse
DATE: June 29, 1988
SUBJECT: EIS No. DRAFT Environmental Impact Statement Peacekeeper Rail Garrison Program

Please review the above stated document under provisions of Section 404 of the Clean Water Act, Section 102 (2) (c) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

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☐ NO COMMENTS ☐ NON-DEGRADATION CERTIFICATION ISSUES (APPLIES TO PC&C ONLY)

SIGNATURE David R. Siefert AGENCY Division of Engineering Arkansas Department of Health DATE 7/18/88
IGS/SC 0100-006-85



Arkansas DEPARTMENT OF HEALTH

4016 WEST MARSHAM STREET - LITTLE ROCK, ARKANSAS 72205
TELEPHONE AC 901-681-2800
M. JOYCELYN ELDERS, M.D.
DIRECTOR

Mr. J. R. Young, P.E., Chairman
Technical Review Committee
One Capitol Mall, Suite 2-2
Little Rock, AR 72203

Dear Mr. Young:

Attached is a copy of a memorandum from Greta Dicus, Director of the Health Department's Division of Radiation Control & Emergency Management. These represent the Departments' comments on the Draft EIS Peacekeeper Rail Garrison.

If you have any questions, please call.

Sincerely,

Harold R. Seifert

Harold R. Seifert
Director
Division of Engineering

HRS:ed

RECEIVED

JUL 20 1988

SOIL AND WATER
CONSERVATION COMMISSION

"An Equal Opportunity Employer"

DOCUMENT 7



Arkansas DEPARTMENT OF HEALTH

4016 WEST MARSHAM STREET - LITTLE ROCK, ARKANSAS 72205
TELEPHONE AC 901-681-2800
M. JOYCELYN ELDERS, M.D.
DIRECTOR

To: Harold Seifert, Director
Division of Engineering

From: Greta J. Dicus, Director
Division of Radiation Control & Emergency Management

Date: July 19, 1988

Subject: Review of Draft E.I.S. Peace Keeper Rail Garrison Program.

Selected parts of the E.I.S. have been given cursory review by staff members and we have the following comments:

1. We see no major long-term environmental health related impacts due to radiation identified in the E.I.S.
2. We concur with the conclusion that the radiation risk to the general population is negligible due to the low probability of an off-site release of radioactive material. We also agree that the health risks to crews will be extremely small.
3. The more significant risk in this system is the hazardous material not the radioactive material.
4. The emergency response activities appear to be in keeping with current government policy. State and local governments are noted although every activity involving the warhead is correctly restricted to specially trained federal responders.
5. The re-entry systems will be transported to the garrison by air; therefore, unless there is a National Alert, the radioactive material will not be transported off base by surface modes.
6. While the figures in the tables presented regarding radiation induced cancers are reasonable, no data sources for these figures were given.
7. Eaker AFB seems to be an unlikely candidate due primarily to the New Madrid fault, and the potential of a severe earthquake during the proposed 20 year life of the program. The need for additional land at that base and the presence of archeological sites are additional concerns.

"An Equal Opportunity Employer"

DOCUMENT 7

DOCUMENT 8



July 26, 1988

To Whom It May Concern:

This is to address the environmental and safety considerations relating to the possible location of the MX Missile project at Barksdale Air Force Base.

A portion of Barksdale Air Force Base is annexed into the corporate limits of Bossier City. This includes all the residential and developed portion of the base. The annexed portion contains 7,100 acres which was annexed in 1965.

These comments concern the area off base because we have no jurisdiction on base.

The City of Bossier City through the Metropolitan Planning Commission and the City Council is committed to protecting the mission of the base through the police power granted them by the legislature of the State of Louisiana by the adoption of our Zoning Ordinances.

A local ordinance was passed in 1974, called the Airport Zone which is almost identical to the Accident Potential Zone in the Air Installation Compatible Use Zone report of 1976 and 1980. This zone prohibits all residential and any high density use which would encroach on the landing and takeoff alignment.

In addition to the Airport Zone, we use the AICUZ report to study the noise zones and uses not recommended in certain Compatible Use Zones.

A possible connection to the existing rail line along the northern boundary of the base with its limited proposed use would not cause any adverse environmental or safety problems in my opinion.

The anticipated increase in the number of employees working on the base could not come at a better time because a 20-year master plan is being done by a consulting firm at present. They are aware of the possible location of the MX Missile and I know changes to the access points to the base are being studied which could greatly improve or eliminate altogether any traffic problems created by this project.

Our community has enjoyed an excellent working relationship with Barksdale Air Force Base personnel and we cannot foresee any difficulty in working out any unforeseen problems that might arise.

So in summary, we would welcome the selection of Barksdale as one of the MX Missile locations without sacrificing our safety or losing any environmental assets.

Sincerely,

A. Dean Holt

A. Dean Holt
Executive Director

DOCUMENT 9

LOCATION Bossier City, LA

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

AFTER ATTENDING BOTH HEARINGS I
AM EVEN MORE CONVINCED THAT
RAIL GARRISON SHOULD BE PLACED
AT BARKSDALE AFB.

THE ADVERSE ENVIRONMENTAL ISSUES
ARE INSIGNIFICANT.

REAL LONG 7209 OLD ROAD, SHREVEPORT LA 71105

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 10

"If the Son therefore shall make you free,
ye shall be free indeed."

John 8:36

July 20, 1980
Dear Sir,
Please note my concern
to the deployment of more
nuclear weapons on our
South O atmosphere.
I request no action be
taken, no M-109 or other
nuclear weapons be deployed
in Michigan or anywhere.

Thank you.

Shirley Beckwith
(Mother of 3 children)
28 Hobbs
Bay City, MI
48708

DOCUMENT 11

DOROTHY L. YATES
BY LEXINGTON COURT
HIGHLAND, MICHIGAN 48040
(817) 888-8888

7-21-80

Lt Col Peter Walsh
AFRC/BMS-DEV
Norton AFB, CA
92409-6864

Dear Lt Col Walsh,

I am greatly concerned about the
proposed redeployment of nuclear
weapons at Whiteman Base,
Owensboro, Kentucky. This is a
recipe for a disaster to our whole
state, just waiting to happen.

Please use your authority to
quickly reduce the number of
nuclear weapons deployed in
Michigan. Sincerely,
Dorothy L. Yates

DOCUMENT 12

LOCATION Abilene - Dyess Co. F B

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I would simply like to state that I am AGAINST the Peacekeeper
Rail Garrison being stationed at Dyess. I feel that there will be
detrimental effects on the environment.

1. For example, at the hearing it was stated that there may be some
water contamination in "Little In Creek." In Creek is one of our
largest creeks. Also, it flows into Lake Abilene, which is one of our
water reserves.

Later in the meeting, someone commented that there was an expensive
water treatment plan going on right now. This is being done because the
Abilene water system did not pass the health inspection in many areas.
In Texas, it is ranked in the lowest tier as far as safe drinking water is
concerned.

Now, if this new contamination is added... and people, animals, and
plants become ill or die, who do you think will receive the blame?

Probably this program will, even though it may be those other chemicals
that cause the harm, the people will blame the MX. ---This may sound

far-fetched and ridiculous. However, some of those statistics quoted at
the meeting sounded just as ridiculous.

2. Although ground squirrels sound rather petty, they are a part of our
food chain and could eventually do harm.

Ira Lynn Creech, 310 Iva Joe Abilene, TX. 77605

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC/BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 13

July 18-1980

Dear Lt. Col. Walsh:

We are very, very saddened by the thought of
the MX being stationed here in Michigan at Whiteman
Air Force Base. We are opposed to any and all Nuclear
Weapons because of our Christian conviction. We can-
not threaten other human beings created by God with
Nuclear annihilation.

We would have liked to attend the Environmen-
tal Impact Statement Hearing to be held July 28, but
unfortunately we will be out of the country on that
date. So we are contacting you by letter, listing some
"more practical" concerns. We are asking you to consider
25 trains laden with nuclear missiles, roaming the public
railways! May we remind you of the recent terrible
accident in the Persian Gulf with the loss of 290 human
lives. We are constantly told accidents cannot happen,
however, technology as we realize more and more as
well as human beings, are not perfect - so accidents
will happen! Sabotage would be another great danger.
We could list much more, but this mobile basing is both
a threat to the security of the missiles and more im-
portantly to the safety of the public in Michigan; not
to mention the threat of contamination of towns and
farmland. People in Escoda, having been assured
of the safety and having been promised jobs (as
usual) are perhaps unwilling to live with the MX.
Many more jobs would be created if we switched

DOCUMENT 13

1 From this permanent military to a civilian economy
we very much oppose the Rail Garrison basing method
in our state or anywhere else.

Sincerely
Ron + Sigrid Reel

DOCUMENT 14

LOCATION AlbanyCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 My name is MARIE SMITH, I AM County Judge of
SHOCKELFORD Co. Albany, is the County Seat of
SHOCKELFORD Co. and Albany is the home of Col Edwin
Dyers for whom Dyess is named. We were named
always named the Air Force for a head each Albany and
we have always had a special place in our hearts for Dyess.
In 1978 Albany had a big flood, in 1988 SHOCKELFORD County
had a big fire & Dyess came to our aid both times.
We think Dyess would make a good name for the Peacekeeper &
support it wholeheartedly. (We sure want them here in 1998)
I have not had a single cent of about any opposition to
the Peacekeeper Bill Garrison being in Albany at Dyess.
We support Dyess, the Air Force & anything else that
needs to be done for the protection of our grand
old America.

Marie Smith County Judge Shockelford Co. Albany, Mo. 64630

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 15



STATE OF WYOMING
OFFICE OF THE GOVERNOR
CHEYENNE 82002

MIKE SULLIVAN
GOVERNOR

July 29, 1988

Lt. Col. Peter Walsh
United States Air Force
Department of the Air Force
Regional Civil Engineer
Ballistic Missile Support (AFESC)
Norton Air Force Base, CA 92409

Re: Proposed Rail Garrison Program
Dear Col. Walsh:

I am forwarding for your consideration comments from the Wyoming Public Service Commission regarding the proposed project. I had intended to forward this with my letter of May 31, 1988 for your response. Through an oversight, their letter was not included.

I would appreciate if your consultant could review the attached questions and respond to Jon Jacquot with the information he needs to assess these issues. Questions 1, 2, 5 and 6 are the questions apparently not specifically addressed in the Draft EIS. If these issues could be addressed in the next couple of weeks, any questions remaining unanswered with the PSC could be raised at the end of the review period.

Thank you for your attention to these issues.

Sincerely,

Alan Edwards
Alan Edwards
Natural Resources Analyst

AE:sj

Enclosure

cc: Jon Jacquot

DOCUMENT 15

THE STATE OF WYOMING



MIKE SULLIVAN
GOVERNOR

Public Service Commission

HERSCHLER BUILDING
122 W 26TH STREET
307.777.7427 CHEYENNE WYOMING 82002

MEMORANDUM

JOHN R SMYTH
CHAIRMAN
BIL TUCKER
DEPUTY CHAIRMAN
NELS J SMITH
COMMISSIONER

ALEX J ELIOPULOS
CHIEF COUNSEL AND
ADMINISTRATIVE SECRETARY
STEPHEN G ODELY
MANAGEMENT SERVICES
ADMINISTRATOR

TO: RICHARD MILLER
STATE PLANNING COORDINATOR

FROM: JON F. JACQUOT
CHIEF ENGINEER - PSC

DATE: APRIL 7, 1988

RE: ENVIRONMENTAL IMPACT STATEMENT SCOPING PROCEDURE FOR THE
PEACEKEEPER RAIL GARRISON PROGRAM

The following are issues this Commission wishes
addressed in the referenced Environmental Impact Statement:

- 1 (1) The need for and availability of utility services for the
Program and the population growth attributable to installation of the
Program.
- 2 (2) The affect that construction and operation of the
Program will have on utility facilities in the area, including
damage due to the construction, operation and maintenance of the
Program.
- 3 (3) Steps that will be taken to insure the safety and
integrity of the railroad trackage used for the Program not only
for the safety of the Program and those exposed to it, but for
the operating viability of the Program.
- 4 (4) Steps that will be taken to insure the integrity of the
rolling stock used for the Program to insure not only the safety
of the Program and those exposed to it, but to insure the
operating viability of the Program.
- 5 (5) If train crews are used who are employed by the
railroad, steps that will be taken to insure that train crews are
functioning with the necessary physical and mental facilities to
safely operate a train.
- 6 (6) If military train crews are used, what will be done to
insure these crews are knowledgeable of the operating rules of
each railroad so that accidents can be avoided.



TEXAS HISTORICAL COMMISSION

P.O. BOX 12276

AUSTIN, TEXAS 78711

(512) 463-4100

July 25, 1988

T.C. Adams, State Single Point of Contact
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

Re: Peacekeeper Rail Garrison System
Draft EIS #TX-R-88-07-06-0001-50-00
(AIRFORCE, A2, A5, B4)

Dear Sir:

Thank you for providing the information concerning the above referenced project. A review of available data concerning cultural resources indicates that an archeological survey of areas to be disturbed would be appropriate. The purpose of the survey will be to identify any archeological sites or historic properties with the project boundaries that may be eligible for inclusion within the National Register of Historic Places.

The general region contains many known archeological sites, identified through both systematic and casual surveys. Many sites are potentially eligible for the National Register of Historic Places, ranging in date from as long ago as 8000 years to the present, and ranging in activity from small camps to Indian villages to cemeteries. An archeological survey undertaken by a qualified professional should be conducted for the proposed areas of construction. Field examination should include shovel testing to identify subsurface cultural deposits. Collection of materials present in these tests is required. A report of investigation should be produced in conformance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

Thank you for allowing us to participate in the review process. We will continue our assessment under 36CFR800, the implementing regulations of the National Historic Preservation Act, upon receipt of the survey report. If you have any questions or if we can be of further assistance, please contact Deborah Smith of this office at 512463-6096.

Sincerely,

James E. Brusek, Ph.D.
James E. Brusek, Ph.D.
Deputy State Historic Preservation Officer

JS/IB/ll

cc: Lt. Col. Peter Walsh, Norton AFB

The State Agency for Historic Preservation

July 26, 1988

Dear Sir

I would like to state my opposition to the installation of the Peacekeeper MX missile system at Barksdale AFB, Shreveport, LA.

I live approximately 40 miles from Barksdale in Springhill, LA.

The wetlands destroyed to house this system are home to the Red Cockaded Woodpecker, a beautiful bird with a very distinct call, and the American Alligator. I feel great pride in both these animals because of the wilderness they represent. It would be a great tragedy to play any part in the extinction of these animals. Please leave these homelands intact.

Thank you for your time and consultation

Sincerely,
Alta Ruark
117 Lakewood Dr.
Springhill, LA
71075



State Historic Preservation Office Montana Historical Society

Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715

July 28, 1988

Lt. Col. Peter Walsh
AFRC-88B/DEV
Norton Air Force Base, CA 92489-6448

Re: 1988 Draft Environmental Impact Statement for Peacekeeper Rail Garrison Program

Dear Lt. Col. Walsh:

We are in receipt of the above cited document which addresses impacts of the proposed and alternative actions of the Peacekeeper Garrison Program at Malmstrom Air Force Base (Montana).

Without the proper documentation, we are unable to comment at this time regarding the conclusion reached that there will be no direct, indirect, or cumulative impacts to cultural resources by this undertaking. Please forward the cultural resource inventory report(s) upon which this determination was based for our comment and review in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Sincerely,

Mark P. Brumber, Ph.D.
Mark P. Brumber, Ph.D.
Deputy SHPO/Archaeologist

File: Air Force/Railbase Peacekeeper/1988



A Friendly Welcome Awaits You At The North Gateway To The Truman Reserve Area

Chamber of Commerce

P.O. BOX 315

WINDSOR, MISSOURI 65360-0315
816 447-2218

July 29, 1988

Director
Environmental Planning
AFRC-88B/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Dear Director:

As President of the Windsor, Missouri Chamber of Commerce, I would like to take this opportunity to tell you that our organization is in full support of the proposed selection of Whiteman Air Force Base, Missouri as a site for the deployment location of the Peacekeeper Rail Garrison Program.

The Chamber of Commerce has always supported the programs of the Air Force at Whiteman from its earliest deployment of SAC bombers through the Minuteman II Missile Program, and most recently in its selection as the site for the B-2 Stealth Bomber Program. Windsor has become home to many military personnel and their families over the years. Many of the military residents become involved in the various civic and community organizations in Windsor, and we are grateful for their help and encouragement. Windsor enjoys a large population of military retirees who have chosen our city as the place where they want to spend the rest of their lives.

Again, let me emphasize that the Windsor Chamber of Commerce fully supports and encourages the deployment of the Peacekeeper Rail Garrison Program to Whiteman Air Force Base.

Sincerely,

Mark Moser
Mark Moser
President

tlf
pc: Col. Thomas E. Kuenning, Jr.
Commander, Whiteman Air Force Base

A TOWN LOCATED ON TWO HIGHWAYS

City of Sedalia
LARRY G. POSTER, MAYOR



MUNICIPAL BUILDING
P.O. BOX 1707
SEDALIA, MISSOURI 65201-1707
PHONE 816-887-3000

July 29, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409-6448

RE: Comments DEIS Peacekeeper Rail Garrison - Whiteman AFB

Dear Sir:

I am the Mayor of the City of Sedalia, a community of 20,000+ located near the Whiteman AFB. I have reviewed the DEIS on the possible location of the Peacekeeper Rail Garrison at the Whiteman base. I am offering the following comments.

The report identifies two areas of significant impact from the proposed program. One area involved land use relating to the re-location of two buildings. While there would be a cost associated with this, it would appear to be more of an inconvenience rather than a truly significant problem within the overall scope of the program.

The second impact focused on biological resources. In the form of wildlife and wetland/forest habitats. It is my opinion that this impact is inconsequential. The Pettis and Johnson County area has an abundant supply of both the wildlife and habitat areas in question. The very modest amount of construction involved would not have any noticeable impact on this supply.

The citizens of Sedalia and Pettis County have had a friendly relationship with the base and its personnel for many years. We are most respectfully and proudly of the job they do in helping secure our national defense.

We are comfortable with the military operations in the area. The addition of the Rail Garrison would be welcome in the area.

Thank you for your time and consideration.

Sincerely,

Larry G. Poster
Larry G. Poster, Mayor

LGP:kw

LOCATION *Decoda*

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

While the men in uniform are respectful, they are here to serve the country. The men walking around with radical faces in business by looking at me in the eye and laughing. Talk of such impact need to be reviewed the manner by which we all must operate, especially if they represent an official.

While the number of people killed or injured in a car accident barely exceeds 10 at a time, a nuclear accident would kill thousands. The whole world be profoundly affected, not just a few families or lives.

Vicki Beaulieu 710 Sunset Ln. Lansing Michigan

Name	Street Address	City	State
Li Col Peter Walsh	AFRC-BMS/DEV	Norton Air Force Base	San Bernardino, California 92409

Please hand this form in or mail to:

LOCATION *ABILENE, TX DRESS*

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

GENTLEMAN:
I AM VERY MUCH SUPPORT OF THE RAIL GARRISON. PEACEKEEPER RAIL GARRISON BEING LOCATED IN ABILENE AND DRESS, WITH YOU REPRESENTATION AND LOOKING AT THE PLUS'S & MINUS OF THE SITE. IT SEEMS ABILENE WOULD BE EVEN BETTER THAN F.E. WILKINSON.

WE APPRECIATE THE CULTURE AND EVER THE AMERICAN FRIENDS BRING TO DRESS FROM AROUND THE WORLD.

IT SEEMS THE CONCERN THAT IS EXHIBITED IS WE HAVE MORE OF A SENSE THAT THERE WE ARE NOW IF WE IS BEING HERE.

THANK YOU FOR COMING TO ABILENE AND THE TIME THAT YOU AND ALL THE OTHERS HAVE GIVEN TO THIS PROJECT AND OUR COUNTRY.

Sincerely,

SCOTT SENTER 2201 S 1ST ABILENE TX 79605

Name	Street Address	City	State
Li Col Peter Walsh	AFRC-BMS/DEV	Norton Air Force Base	San Bernardino, California 92409

Please hand this form in or mail to:

Li Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION *Chillicothe, Mo*

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I felt the American Metal Union were addressed most thoroughly here in Chillicothe last evening 7-26-88. The majority of the citizens in Chillicothe seemed to welcome hearing the Peacekeeper Rail Garrison. We are proud to be the home of Augustus Senter Sr., the B-1 Bomber, and proud of the exceptional relationship we have shared for many years. We seemed also share this same pride and, hopefully, relationship with the Peacekeeper Rail Garrison since its home here in Chillicothe. We want you to thank you, thank you for considering Chillicothe for this honor, and for the time you have expended on this issue.

My husband and I moved here in 1956 after his graduation from college. We started our business and have family of 3 children here. We are now 6 children and 10 grandchildren, and they are close to home here in Chillicothe to attend university and raise their families.

Marlene Senter, 140 Maple St. Chillicothe, Mo 64601

Name	Street Address	City	State
Li Col Peter Walsh	AFRC-BMS/DEV	Norton Air Force Base	San Bernardino, California 92409

Please hand this form in or mail to:

Li Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Many people have chosen to settle in Chillicothe as a good place to call home.

Eddy E. Arnold *White House*

DOCUMENT 24

July 27, 1988

P.O. drawer 870
MINDEN, LA. 71058
(318) 377-8667

Director
AFRCCE-BMS/DEV
Norton AFB, CA 92409-6448

RE: Barksdale AFB and the MX system

Dear Sirs:

It would've been rather foolish of me to attend the public hearings concerning the studies dealing with Barksdale AFB and the MX-peacekeeper missile system. After all, to speak out against any new job opportunity for our poor economic environment would be the same as speaking against motherhood, apple pie and the LSU Fighting Tigers.

Make no mistake about it, we do need more jobs. However, defending our nation as a whole is far more important than creating more income opportunities here in Louisiana. Therefore, the MX system isn't suitable for placement at nearby Barksdale AFB.

I realize Barksdale has been called a "primary candidate" recently, but I believe that is more political than practical. Enemy terrorists, or agents operating within this country, could cripple the operations of this major base using hand-held missiles and working from highways which afford a clear view (and shot) at loaded B-52's and KC-10's.

Even if the "enemy" would not be given a chance to attack missiles located on a modern train, the rail system of our area would threaten enough, without an attack. Have you all studied the number of derailment incidents in recent years? We have some of the worst tracks and track-beds in the nation. We can't even trust slow moving freight trains to haul logs and oil, so why would anyone put their trust in a system of outdated tracks and beds?

If you all located the MX system at Barksdale, the people would have to eventually pay for the rebuilding of all these railroad systems just to keep the project alive and safe. Why can't the railroad concerns and those who use them regularly pay for a safe rail system....first, and then "consider" if the system should be located here.

On top of all of this you've got far too many slow-moving freight trains moving about this section of the country, especially in timber, oil and chemical areas. Even the most dim-witted intelligence agent would be able to learn the schedules of these slow, sluggish trains and develop a current list of places the MX system could not go.

In simple terms if an agent knew that you had 8 options available to our MX train, but six of those were closed by traffic and one was closed for repairs, there would be no secret as to their direction of travel. To me, that defeats the entire purpose of moving the missiles on the rails.

Page 2, ltr to AFRCCE-BMS/DEV, dtd 07-27-88

DOCUMENT 24

I don't know if the idea of moving missiles around the countryside on trains is the best idea or not, but I do remember military procedure, which means "it" is the idea you have to work with.

In that respect, you all must find the best location, with proper rail facilities which are already safe to use, not like our railroad system. You must also find a base which is more secure from terrorists, or attacks from within our borders. You certainly don't need to select a base which has an interstate highway offering a clear view of flight-line operations, plus landings of loaded bombers and tankers.

For the sake of our economy and the needs of our people, I would love to see the federal government, or anyone for that matter, institute programs which would pump more jobs and money into our local economy. However, for the sake of our nation's defense capabilities, Barksdale AFB is not the answer for the MX system.

Please do not be swayed by the beggings of our local business and political leaders, or our powerful leaders in Washington. Politics should not decide the home bases of the MX program, but rather those needs of the program should decide where it is to be located.

If I may ever be of any assistance to you all, please feel free to call upon me, anytime.

Sincerely,

Eddy E. Arnold, Sr.

Eddy E. Arnold, Sr.

DOCUMENT 25



Office of County Administrator

IOSCO COUNTY BUILDING
P.O. BOX 778
TAWAS CITY, MI 48764-0778

TELEPHONE (517) 362-4211

July 29, 1988

Lt. Col. Peter Walsh
AFRCCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

Re: Peacekeeper Rail Garrison Program

Dear Lt. Col. Walsh:

Enclosed please find a written statement that was read at the public hearing for Wurtsmith Air Force Base on July 28, 1988. It does address water quality concerns that the U.S. Air Force identified in its Environmental Impact Draft. Also included is a resolution of support by the Iosco County Board of Commissioners.

If you have any additional questions or concerns, or if the Iosco County Board of Commissioners can help in any way, please contact me.

Sincerely,

James J. Batten, Jr.
James J. Batten, Jr.
County Administrator

JJB/clb

Enclosures

DOCUMENT 25

IOSCO COUNTY
BOARD OF COMMISSIONERS

IOSCO COUNTY BUILDING
P.O. Box 778
Tawas City, Michigan 48764-0778
Phone: (517) 362-4212

Environmental Impact Hearing, Peacekeeper Rail Garrison Program, Wurtsmith AFB, MI, July 28, 1988

RE: Statement for the Record Associated with Wurtsmith Water Quality from the Citizens of Iosco County

We wish to clarify and correct statements in the draft Environmental Impact Statement EIS published in June of 1988 relative to the water quality at Wurtsmith AFB. The statements addressed are repeated throughout the EIS and may be found in the following locations: in the Executive Summary on page S-45, in the Summary and Comparison of Program Impacts on page 2-8 and repeated on page 2-13, and within section 4.12.32 and page 4.12-37. It is the view of long time local residents and supporters of Wurtsmith AFB that these statements mislead and perpetuate an untruth relative to water quality and how it associates itself with the beddown of a new mission as well as the day-to-day operation of the existing mission. I base this knowledge on what has been publicly released information over the years.

The telling statement in the EIS generally supposes and repeats itself throughout the document that the impacts of the proposed action on water resources would be significant at only one location, Wurtsmith AFB, MI, because "program water needs would be drawn from wells vulnerable to ground water contamination from adjacent areas of the local aquifer."

Certainly potable water is a basic need. To diminish its importance in the function of an air base or an industry or a home would be incorrect. However, I have known the Wurtsmith AFB mission to be nondiminshed to this date by the groundwater contamination "problem" that has been in existence for a decade.

Since 1978, the base has contained, purged and cleaned the aquifer on base while working in cooperation with the Michigan Department of Natural Resources, the Environmental Protection Agency, US Geological Survey and the Strategic Air Command Headquarters. The involvement of this latter entity is noted for the simple fact that they have not come on record and proposed the closure of Wurtsmith AFB or any other diminishment of activity here because of a "water problem." It is difficult for us to understand, as citizens in this locale who share the same aquifer as does Wurtsmith, and all other communities up and down this Great Lakes shoreline, why the spectre of water quality is an issue to the beddown of a new mission addition to Wurtsmith

DOCUMENT 25

When it is not an issue with the continuing mission that Wurtsmith enjoys at this time. There is no question that a sand aquifer down to 65ft at any location presents the vulnerability for contamination. There is also no question that the conscience in this country up until this last decade was one of "use it and throw it away" or "dump it on the ground." Wurtsmith AFB is no greater a polluter nor contains items in its soil different than anywhere else in this country, both on and off military installations.

If the difference that separates Wurtsmith from the other candidate sites is simply the fact that they have identified and have cleaned up the legacy of our past conscience in this country, it clearly means to me that they are on the forefront of technology and should be singled out in a positive rather than a negative fashion.

There is not a liability associated with the Wurtsmith water circumstances. As previously mentioned, the base has had the US Geological Survey agency involved here for many years and they have modeled the groundwater circumstances on base since the single pollution source was discovered in December 1977. There are over 400 monitor wells on base. Billions of gallons of water have been summarily removed from the ground, polished through carbon and charged back into storm drainage. Two plumes of contamination have been halted in their movement and cleanup over the years has diminished their concentrations to below the limits required for drinking water standards. Alternate well fields on base have been developed. A project to provide water from Lake Huron was lodged a number of years ago in the Military Construction Program (MCP) that requires congressional approval and funding. The staffers who work for both Congressman Davis and Senator Levin have been briefed on numerous occasions relative to the future need to upgrade Wurtsmith's water system. Strategic Air Command has elected, through the past number of years, not to consider that project (and thus the water vulnerability at Wurtsmith AFB) to be such a significant liability that it saw to make it a high enough priority requiring immediate funding. The project is waiting its turn. This is the way of the Military Construction Program process. Mentioned in the EIS is the fact that a regional water study is being conducted at this time. Wurtsmith AFB is a party to that process. If it comes to fruition, the base will be connected to a system from Lake Huron serving six or so communities along the shoreline.

All of these facts, in my view, succinctly show that Wurtsmith's water quality situation should not in any way be considered a show stopper for any future development or mission changes to the base. Even as I speak, considerable millions of dollars are being spent upgrading dormitories, airfields and the alert living facility. A new commissary will be constructed within a year. A hangar, a new dorm and a new fire station will follow shortly thereafter. There has not been a question asked, nor should there have been, relative to the potable water supply at Wurtsmith

DOCUMENT 25

AFB and its association with committing millions of tax dollars to continue to develop the base and its mission. It is therefore my reiterated question, why should this be an issue at all with the Peacekeeper Rail Garrison Program, since Wurtsmith's water is nothing more than a utility that is routinely being upgraded and refined to keep up with current laws and guidelines and has played no role up to now in the longevity or other mission related decisions associated with this installation?

Signed,

James E. Rose
Larry E. Rose, Chairman
Iosco County Board
of Commissioners

DOCUMENT 25

RESOLUTION

WHEREAS, the Iosco County Board of Commissioners supports the activities of Wurtsmith Air Force Base; and

WHEREAS, the Iosco County Board of Commissioners encourages the expansion of services at Wurtsmith Air Force Base;

NOW, THEREFORE, BE IT RESOLVED that the Iosco County Board of Commissioners supports the Peacekeeper Rail Garrison Program and appreciates the importance of this weapons system to the strategic posture of the United States. It further encourages the placement of the Peacekeeper Rail Garrison Program at Wurtsmith Air Force Base. Further, that it also realized the economic importance to Iosco County with the placement of the Peacekeeper Rail Garrison at Wurtsmith Air Force Base.

BE IT FURTHER RESOLVED that this resolution be entered into testimony at the Public Hearing on July 28, 1988

Dated: July 20, 1988

Robert C. Cudrey
Robert C. Cudrey

DOCUMENT 26

LOCATION Coacoma High School

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am a staff of local Union "552 International Brotherhood of Electrical Workers"

It's been approximately 200 electricians who have been doing business at Wurtsmith AFB. We have been involved in many construction projects at Wurtsmith. Almost all workers commute to construction sites within the area. The need for temporary housing for construction personnel should be minimal even during peak construction. If the available local manpower is utilized in construction there should be very little impact on local housing. I would like to add that whatever need should arise in housing, water treatment, or development of new services, our local community can provide adequate manpower to meet these needs.

We welcome the opportunity to work together with the Air Force and the local community to bring the Peacekeeper Rail Garrison to Wurtsmith AFB.

Don Mowrey 1300 W. Thomas Box City, MI 48066
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFPRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92408

DOCUMENT 27

LOCATION North Pulaski High SchoolCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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The presence of the Peacekeeper Rail Garrison Program in what Arkansas should have required impact on the environment. Since any development in support buildings for this garrison would be placed on areas which are currently developed or were recently occupied by military buildings.

Since the completion of this project will not involve any undeveloped property, there should be no adverse impact to the area. If the system in the area is developed, development of the project should have minimal impact on the environment due to the elimination of the cluttered area and improved storm drainage in the project area.

Steve Cox 103 Darryl Court Jacksonville Ar 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 28

LOCATION NPHS - Jk, ArkCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As a concerned citizen, I would like to express my disdain and concern at the number of ill-informed and irrational people who attempted to address what they thought were issues at the hearing tonight. I'm sure it need not be pointed out that most of those who claimed to be representing the community side of the issue tonight, in fact merely complained about nuclear buildings and threat in general, which was entirely inappropriate and not generally appreciated by those over-minded individuals, the majority of our community, who choose to let our elected officials represent us in a brief and courteous manner rather than waste the valuable and generous given time of the gentlemen conducting the hearing.

Le Tam Mount Drive
Kenneth N Wilson Jacksonville, AR 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 29

LOCATION JacksonvilleCOMMENT SHEET
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What color is it going to be (the missile).

Sid Vicious 178 LA Jk AR

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 30



SWEETWATER, TEXAS 79586

COUNTY JUDGE
Term Expires
P. O. Box 1261
910 335 2753

SUPPORT FOR PEACEKEEPER
"RAIL GARRISON"

The most basic national security objective of the United States is to preserve today's peace and prevent tomorrow's war. Deterrence of nuclear attack is based on the quality and preparedness of our strategic forces, and our nation's ability to employ them if necessary.

The nation is now deliberating deployment of PEACEKEEPER missiles in "Rail Garrison" basing.

To set the stage for the rail garrison we must consider this concept from a "back to basics" approach. We need to consider why we have ICBM's and why it's important to keep that force effective; why we need PEACEKEEPER; and why rail garrison makes "good sense" strategically, militarily, and economically.

ICBM's provide capabilities, that strengthen our strategic defense and contribute to Soviet deterrence. The Soviets know our ICBM's capabilities, and that knowledge strengthens our defensive posture.

ICBM's are based within our borders. Any attack against them on our territory is clearly an attack upon the United States.

ICBM's provide the "lowest cost" strategic deterrence. The cost is about 12 percent of the total operations and support funding for our strategic offensive forces.

ICBM modernization has received bipartisan support from leaders of both political parties and the last four administrations.

PEACEKEEPER capabilities are necessary to carry out our nation's strategy for deterring the Soviet Union.

PEACEKEEPER has the accuracy and rapid response needed to hold back the threat of Soviet nuclear forces, therefore we have the ability to

disrupt a Soviet nuclear attack in its initial phases, and it lessens Soviet confidence in a successful first strike.

PEACEKEEPER gives the capability we need to deter the Soviets. It's here; it works; it's on schedule, on cost, and on target. It is a proven success.

Rail garrison is a very practical, affordable concept. Most of the equipment needed is already available. The system would use existing bases and rail lines. The missile is the world's best and it is already developed. Those factors make rail garrison available quickly.

Since the missile-carrying trains would leave their garrison bases and disperse on commercial tracks only during crises, there would be no environmental impact or public interface except in times of national emergency. With the nation under threat of attack, there is every assurance that the American people would be supportive.

PEACEKEEPER in rail garrison is a vital national program. As we assess the concept objectively, from a "what's best for the country" perspective, we in Nolan County Texas, neighbors to west of Dyess AFB, support the PEACEKEEPER Rail Garrison System.

Sincerely,

Terry Wilson
Terry Wilson
Nolan County Judge

TJ:cm

2365 West Huron Road
Standish, Michigan 48658
August 1, 1988

Director of Environmental Planning
AFRC-BMS/DEV

Morton Air Force Base, California 92409-6448

Dear Sir:

If the proposed Peacekeeper Rail Garrison Facilities aturtsmith AFB, Michigan is approved will the present US-23 be able to accommodate the heavy transportation of all materials needed for the construction of the garrison?

Since US-23 is the main artery to the AFB at Wurtsmith, Michigan and with the increased traffic volumes yearly along the US-23 what are the plans to alleviate the congested highway?

Thank you

Sincerely,

Edward Piotrowski

Edward Piotrowski

LOCATION Orlando, Florida

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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I entered into a written and oral statement of the hearing on October 19, 1988 regarding the consequences of the MX Rail Garrison Program. I have received some new information which I would now like to enter some additional comments.
In a recent report the House Oversight Office (HARO) reports that it is estimated that it will cost \$25 billion to upgrade existing capability to move nuclear delivery vehicles and ensure that the plants (nuclear weapons facilities) are operating in a safe and environmentally acceptable manner. Tools for cleaning up groundwater contamination and surface waste sites at the facilities could range from \$3 to \$6 billion. They also calculate a cost of \$4.5 billion for disposal of the DOE's high-level waste and transuranic waste and for decontamination and decommissioning the nuclear facilities at the end of their life.
I feel that a cost of \$10 to \$15 billion should be added to the \$25 billion report. It has been completely ignored in the EIS and when included it is of such a very great reason to not proceed with this program.

Richard E. Hurlburt 2525 Lombard Dr. Midland, MI 49646

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Morton Air Force Base
San Bernardino, California 92409

GOVERNMENT CONCENTRATION

These pricing for weapons facilities cleanup

Congressional Accounting Office estimates that it will cost \$100 billion to \$150 billion to get the Department of Energy's nuclear weapons facilities cleaned up and in proper working order. In a new report, GAO estimates that it will cost about \$25 billion to upgrade existing capability to meet nuclear defense needs and ensure that the plants are operated in a safe and environmentally acceptable manner. Cost for cleaning up groundwater contamination and inactive waste sites at the facilities could range from \$35 billion to \$65 billion. These figures agree quite well with DOE's own recent estimates for environmental cleanup costs (EIS, July 11, page 6). However, GAO went a step further than DOE. In its report GAO calculates the cost, which it says could easily exceed \$45 billion, of disposing of DOE's high-level radioactive and transuranic waste and decontaminating and decommissioning the nuclear facilities at the end of their useful life.

Pesticide bill gives ground in the House

Following up on full committee chairman Kika de la Caceria's (D-Tex.) recent promise (EAS, July 18, page 25) to move on pesticide legislation this year, the House Agriculture Subcommittee on Department Operations, Research, and Foreign Agriculture has marked up a rewrite of the Federal Insecticide, Fungicide & Rodenticide Act and sent it along for full committee action. The bill, H.R. 2463, would require EPA to reauthorize about 600 active pesticide ingredients within nine years and require registrants to pay a one-time \$150,000 fee for each active ingredient, plus an annual \$425 maintenance fee. Small businesses would be exempt from the fees. In addition, the bill would eliminate indemnification payments to manufacturers of suspended and canceled pesticides and establish a plan whereby manufacturers would share responsibility with EPA for storing and disposing of existing stocks of banned pesticides. The bill is expected to be taken up by the full committee late this week. A similar bill is ready for floor vote in the Senate.

Groups urge support for R&D tax credit

Sen. John C. Danforth (R-Mo.) and Sen. Max Baucus (D-Mont.) received support from several groups at a recent hearing on their bill that would make permanent, and even expand, the current tax credit for R&D expenses. The bill, S. 2484, would give more incentive to companies to spend on R&D by increasing tax savings about fivefold and would expand the number of companies eligible for the credit. Joseph A. Salomon, chairman of the Council on Research & Technology, a university and industry group that lobbies for more federal R&D support, says the bill would go a long way toward improving U.S. policy on technological innovation. Other supporters of the legislation include a number of economists, the Treasury Department, and the Small Business Administration.

10 AUG 19, 1988 Chemical & Engineering News

new Administration. Frank S. Swan, SBA chief counsel for advocacy, says the "current law is not an effective incentive for innovation, especially by small firms. The [new bill] will encourage small business innovation and raise competitiveness of our economy in international markets."

Independent labs decide tax exemption

The American Council of Independent Laboratories is actively campaigning to remove a provision put in the 1954 tax laws that exempts a company that does "testing for the public safety" from taxes on its business income. Joseph O'Neill, executive director of ACIL, says this exemption is used almost exclusively by Underwriters Laboratories, which operates as a nonprofit organization, allowing it to enjoy "an unfair competitive advantage over other testing laboratories." ACIL, lab do all types of tests, many of them performing chemical, environmental, and biological analysis. As UL expands out of its primary focus on electrical safety testing, there is considerable concern that the giant lab will significantly harm the business of other laboratories. O'Neill says his organization is lobbying Congress to take up this issue and consider changing the law in its next session.

CSMA continues to attack Proposition 65

The Chemical Specialties Manufacturers Association strongly objects to the manner in which the California Health & Welfare Agency is implementing regulations to enforce the state's Proposition 65, the Safe Drinking Water & Toxic Enforcement Act. CSMA charges that a regulation requiring "clear and reasonable" notice of any exposure to a designated list of chemicals was done without proper public hearings and without analysis or explanation to support the proposed regulations. The chemical trade association is also upset because the California agency has not answered its petition asking for exemptions for some consumer, pesticide, and industrial products based on pre-existing federal statutes. Again, there should have been public hearings on the petition, which was filed seven months ago. CSMA maintains

Washington roundup

- The Department of Transportation says that it is highly unlikely that it will issue a final rule reclassifying anhydrous ammonia as a poisonous gas before Oct. 1, 1989.
- EPA has determined that formaldehyde and paraformaldehyde are active ingredients when used as a preservative in pesticide formulations and thus must be included on pesticide labels.
- According to the Centers for Disease Control, although lead in the environment has been significantly reduced in recent years, lead-based paint and lead residues in soil, food, and water continue to pose a threat to the health of 3 million to 4 million children in urban areas.

DOCUMENT 33

Questions on the MX Rail Garrison

DOCUMENT 33

- 1 Why is MX needed?
- 2 Why MX rail garrison?
- 3 Why put MX in this community?
- 4 What will be the EI to this community and to this state?
- 5 What will be the impact on tourism to this state?
- 6 What will be the EI of the measures necessary to handle increased traffic on the roadways and railways in this community and throughout this state?
- 7 What is the EI of building an ABM system in order to protect MX rail garrison?
- 8 What security measures will be implemented to protect MX?
- 9 Will the security measures on railway properties be under military command?
- 10 If not the military, who will control the railway security network?
- 11 What will be MX's impact on local police authorities?
- 12 What powers will the local military security commanders have?
- 13 Will any security commander or subordinate have the power to automatically detain and search persons found on the railroad right-of-ways as may be done on military reservations?
- 14 Will homes and properties immediately adjacent to the right-of-ways be subject to unannounced searches and/or systematic observation?
- 15 Will plain clothes or secret agents be stationed in towns, villages or at other intervals along MX rail lines for security purposes?
- 16 Will persons living near the MX routes be advised that their activities are subject to systematic monitoring?
- 17 Will deployment of MX result in the establishment of a network of secret cells to oversee the dispersal of MX?
- 18 Will there be congressional oversight of this security network?
- 19 Will review of recent FBI disregard for civil liberties, is it reasonable to ask citizens to allow the formation and widespread deployment of another secret security organization?
- 20 Is what is other than MX railway security will the security network be utilized?
- 21 What additional security measures will be taken to prevent sabotage or acts of terrorism?
- 22 What is the EI of these safeguards on the affected areas?
- 23 How close will the "fort limits" perimeter be?
- 24 What will be the impact of security measures on hunters, fishermen and other outdoor enthusiasts?
- 25 How will MX impact on the constitutional right to bear arms?
- 26 To what degree will the civil liberties of those living adjacent to the MX railways be diminished?
- 27 To what degree will the civil liberties of persons in towns along MX routes who oppose MX deployment be diminished?
- 28 What will be the sociological impact on the communities having security personnel collecting information on them and their citizens?
- 29 How many military personnel and how many civilian personnel will be employed to secure the rail systems?
- 30 How will MX trains travel?
- 31 What is the EI of the community throughout the state located along railway routes to community, MX?

- 31 What is the likelihood of train collisions and derailments?
- 32 What is the EI of a MX train collision and derailment?
- 33 What is the EI on nearby states of various kinds of accidents involving MX trains or the missiles?
- 34 A Titan missile exploded in a Danvers silo because of a dropped wrench; how susceptible to accidental explosion will MX be?
- 35 What are the chances of an explosion aboard the MX trains in percent per year?
- 36 What are the chances in percent that in MX missile will explode somewhere on the rail route sometime during the 20-year life of MX?
- 37 What is the likelihood of an accidental explosion of MX fuel?
- 38 What is the EI of an accidental explosion in garrison and during dispersal?
- 39 In tests on warheads, what can and cannot cause detonation of the warheads and of the propellant? Can detonation be caused by the force of collision or derailment; bridge collapse in transit; heat from fire or explosion; or propellant explosion?
- 40 The following concerns related to the effect of movement on MX must be addressed in the EI:
- 41 What is the effect on MX of sideways motion, such as that present during transit on the railways?
- 42 What is the effect on the MX solid fuel of the rhythmic vibrations of rail travel?
- 43 Have the linear and nonlinear oscillations (including harmonics and subharmonics) induced into the missile carrier and missile fuel by movement over the rail system been defined, quantified and applied to the detonation characteristics of the rocket fuel? What do these calculations indicate the effects to be on the fuel long-term over the projected life of the missiles? Were these calculations applied to the varying speeds at which the carrier will be operated?
- 44 Since the rail network is not physically uniform throughout, have the quantitative determinations asked for in the previous questions been applied specifically to: a) oscillations induced by ties; b) oscillations induced by various rail lengths found throughout the system; c) frequency changes due to the changes in soil geology over which the railbed is built; and d) the effects achieved when conditions from the lowest temperature recorded through the highest temperature recorded in the area of MX distribution are applied to the moving system?
- 45 What is the likelihood that an accidental explosion would trigger a nuclear explosion?
- 46 What is the EI of an explosion of one or more of the nuclear warheads?
- 47 If a one megaton explosion destroys nearly everything, including the population, in a 4.0 mile radius, would an explosion of all the garrisoned MX trains do the same in a 68.5 mile radius?
- 48 What is the EI to Jacksonville, Little Rock and the rest of the state from a first strike nuclear attack on MX?
- 49 What is the likelihood of accidental launch? What is the EI from a MX launch to the immediate area?
- 50 How will the warheads be transported to Arianespace? How will they be handled? What is the EI of the transportation risk involved?

(over)

DOCUMENT 33

DOCUMENT 33

- 51 Why are scoping hearings not being held at an adequate number of locations throughout the state to assure public involvement from all areas of the state put at risk by MX?
- 52 Why was there not adequate prior notice given to citizens on this scoping hearings, especially since four dates were given for this one? What is the EI to this state due to the following: a) the scoping hearings are not a truly open process; b) the process is not presided over by an impartial party; c) the hearing was not adequately advertised; d) the hearing site is an obscure, out of the way place far away from the main population center; e) no notice was given to other impacted communities throughout the state along MX rail routes; f) civic officials are allowed to make self-serving statements subject to no time constraints, thereby stealing the limited time available for public input; and g) Congressman Robinson abused his traveling privileges in his attempts to stack the hearing with MX supporters?
- 53 Will local authorities be notified during times of MX train dispersal?
- 54 Will there be emergency training for civilians in communities along MX train routes?
- 55 Are evacuation plans in place or anticipated where MX trains travel through or near populated areas?
- 56 Will emergency medical care be provided for each town along the MX train routes?
- 57 What fire prevention measures will be installed on MX trains? Who will fight fires, civilian or military firefighters? If military, will they be on the trains? If so, who will fight fires in case of accident, when the train crew is injured or disabled? If they will not be on the trains, how will they be transported to the scene of an accident? If civilian firefighters will be responsible, what additional training will they need? Who will bear the cost of such training? Is there any possibility of special equipment being necessary to respond to train accidents carrying nuclear warheads and missile fuel? Who will bear the costs of obtaining such equipment?
- 58 How large will the MX project be?
- 59 How many workers, military and civilian, will be imported for this project and for how long? What special services will be set up for those who come seeking work but do not find it and who stay?
- 60 How will land values around the air base and along the state's railways be impacted by the deployment of MX?
- 61 When will this system become obsolete? Will it be obsolete before it is deployed on rails?
- 62 What will be the economic EI of MX obsolescence?
- 63 What plans are being made for decommissioning?
- 64 Why is rail garrison so near an active earthquake fault?
- 65 What is the EI of an earthquake on MX trains garrisoned at the air base and dispersed on the railways?
- 66 What is the likelihood of radioactivity escaping into the environment in the event of tornado, flood, fire or other natural occurrence?
- 67 Have studies been conducted on the effects of wind in case of a radiation leak?
- 68 What toxic or hazardous wastes will be generated by MX? What is the EI of these wastes?
- 69 What funds will be set aside for cleanup?

- 70 How often will MX trains need to be returned to F.E. Warren AFB?
- 71 What will be the EI of an accident during transportation?
- 72 What is the EI of a surprise enemy attack on the garrison before dispersal and on the state after dispersal?
- 73 Periodic adjustment of the guidance system is necessary to missiles in stationary silos; how will this be handled on rail garrisoned MX?
- 74 MX railcars will need a special design to carry their load. Will existing tracks and bridges sustain the anticipated weight? What is the EI of replacing tracks and bridges? What is the EI of altering the railway grades to accommodate MX?
- 75 How many miles of new track will be laid? Where? How many miles of track must have grade elevation changes? Where? Where will the fill come from? Where will the gravel come from?
- 76 What happens to commercial traffic during MX train dispersal?
- 77 What is the economic EI of halting commercial train traffic during times of dispersal, which may be for extended periods?
- 78 During times of MX train dispersal, who dispatches and controls rail traffic? Where is the control center located?
- 79 Will the electronic interference caused by a surprise nuclear attack prevent dispersal? Who controls MX trains in such a case?
- 80 What is the EI of the MX electronic communications system to communities through which MX trains pass?
- 81 If railways be constantly monitored for damage? Who will be responsible for maintaining the integrity of the track and railbeds?
- 82 What is the EI of floods, tornadoes, blizzards, earthquakes, mechanical failures and train wrecks on dispersal of MX trains?
- 83 Will MX be protected by helicopters? What is the EI of this increased air traffic around the air base and along the railways?
- 84 The impact of living in fear of a nuclear war or accident has profound psychological effects on children and other vulnerable persons. What impact will there be if MX comes to Arianespace?
- 85 What psychological effects can be expected in various age groups near the garrison and along MX rail routes?
- 86 What corporations will benefit from the economic EI of MX rail garrisons?
- 87 What will be the effect on MX of a treaty eliminating half of all strategic weapons as proposed by President Raygun? What would the economic EI be to Arianespace?
- 88 What will be the costs of the EIS process, including the scoping hearings?
- 89 What will be the completed costs of the MX project?
- 90 What will be the annual cost of maintenance and operation?
- 91 Have any studies been done to determine how many industries will not locate in the MX deployment area because of MX?
- 92 What is the effect on the economic development of the deployment areas with the systematic denial of good industries?
- 93 How will these areas be compensated for the loss of well-paying, high tech jobs?
- 94 Will the denial of high quality jobs cause emigration of the educated who can find no job commensurate with their educational level, thereby further eroding the economic development of the area?
- 95 What will be the sociological impact of this situation?

(over)

DOCUMENT 33

- 96 With regard to the international political environment, is the
 97 organization of his troops in garrison at the air base more likely to
 98 "invade, attack" than it increase the probability of an enemy
 99 first strike?
- 100 What is the high authority that will authorize dispersal
 101 of MX troops during times of heightened international tensions?
- 102 What constitutes the state of "heightened international
 103 tensions"?
- 104 Will we authorize firing MX?
- 105 Will launch control officers be educated about their duty to
 106 disobey unlawful orders under the Nuremberg principles?
- 107 What safeguards will be instituted to prevent unauthorized or
 108 accidental firing?
- 109 If MX is to be aimed at Soviet missiles, it is also called
 110 a deterrent, rather than a first-strike weapon. Will it be fired on
 111 enemy missile launching sites as logic dictates, or will it be
 112 used as a first-strike weapon?
- 113 If MX is to be fired after computers indicate an enemy nuclear
 114 attack has begun, what is the likelihood of a mistaken launch order?
- 115 What will the ultimate EI be after the firing of MX and the
 116 ensuing escalation of nuclear warfare?
- 117 What will be the social and economic impacts to our area if the
 118 president is successful in his intent to "rid the world of them fall
 119 nuclear weapons?"

Joan McCay
 1571 Wendover Lane
 Saginaw, Mi 48603

DOCUMENT 34

call to conscience

Do not mistake our silence for complicity with
 this terrorizing arms race. Rather accept our pre-
 sence here as testimony of our moral outrage and a
 beckoning and loving call to conscience.

Let us recall together that Dachau and Auschwitz
 were accepted by Hitler, the government, business and
 ordinary people as environmentally sound. The earth
 held mass burial grounds of millions of people. The
 air captured the aroma of incinerated flesh and the
 waters of Europe drained the blood of innocent victims.

Today, in defiance of international law, in crimes
 against God and humanity, the Pentagon and politicians
 defile God's fragile earth and people with an escalated
plan for death and destruction:

Germany	U.S.A.
Master race	Master nation
Dictator gone insane	Corporate machine gone insane
Concentration camps	Captivity of minds & soul
Military & civilian	Civilian-military economy
Crematoriums	MX Rail Garrison, Cruise, Stealth, Minuteman, Trident, Star Wars
Genocide	Omnicide

. . . but not in our name !!!

CALL US ALL TO CONSCIENCE !!!

DOCUMENT 34

We should never forget that everything Adolph
 Hitler did in Germany was "legal" and everything
 that the Hungarian freedom fighters did in Hungary
 was "illegal." It was "illegal" to comfort a Jew
 in Hitler's Germany. Even so, I am sure that, had
 I lived in Germany at the time, I would have aided
 and comforted my Jewish brothers and sisters.

Martin Luther King, Jr.



Victor Frankl, the Jewish psychiatrist and
 survivor of German concentration camps, said that
 in time of crisis people do one of three things:
 They deny it... they despair... or they commit
 themselves to ask critical questions. Perhaps you
 and I, being who we are can give the gift of Christian
 discomfort. By knowing enough to say no, we can make
 it impossible for anyone to make war easily. And
 we can give others the knowledge it takes to do the
 same.

Joan Chittister, OSB

DOCUMENT 34

call to conscience

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Today, in defiance of international law, in crimes
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Germany	U.S.A.
Master race	Master nation
Dictator gone insane	Corporate machine gone insane
Concentration camps	Captivity of minds & soul
Military & civilian	Civilian-military economy
Crematoriums	MX Rail Garrison, Cruise, Stealth, Minuteman, Trident, Star Wars
Genocide	Omnicide

. . . but not in our name !!!

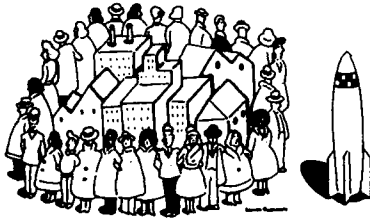
CALL US ALL TO CONSCIENCE !!!

*Se at peace,
 St. Anthony's Place
 St. Carol's School*

DOCUMENT 34

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Martin Luther King, Jr.



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Joan Chittister, OSB

DOCUMENT 34

LOCATION OSCODA HIGH SCHOOL, OSCODA, MICHIGAN

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

We bring to your attention the following enclosed materials for your consideration and response. We submit the CALL TO CONSCIENCE as our testimony

under the Nuremberg Principles as a necessity for your adherence to International Laws. We, also, resubmit our March 30th communication to you with each section checked that has not been responded to in the Environmental Impact Statement. It is evident that the statement includes environment to mean socio-economic, biological, medical/health, air-land-water and other impact realities. Yet, in the public hearing you seem to reject the same public's interpretation and testimony as it relates to that extended meaning.

Our major concerns left unanswered are:

1. Define the entire body of information regarding nuclear waste as it relates to the MX missile system. What is produced? How much? Where? How is it buried? What environmental impact does it create?
2. What is done with hazardous waste at Wurtsmith? Tell us the entire body of information surrounding this concern.
3. Have doctors do an entire study of the contamination effects on all military and civilian personnel at Wurtsmith over the past 20 years as it relates to miscarriages, stillbirths, baby deaths and gynecological problems. These can not be skirted over as non-existent.
4. Basing modes have not been compared at all in the study. If there is the possibility of taking NO ACTION, what proves to be the best of the thirty basing modes? Is there another that is more

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh			
AFRC-BMS/DEV			
Norton Air Force Base			
San Bernardino, California 92409			

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environmentally sound?

5. Are you aware that Michigan voted in Nov., 1982 that deployment of nuclear weapons in Michigan is to be rejected? Therefore, prove to the public that the MX Rail Garrison is actually needed for national defense and security when its only stated use is to be preserved for attacks after the U.S. has been attacked.
6. If the MX is using the commercial rail system which spreads through various Michigan cities - hearings of environmental impact on the air, land and water of these communities must be held for public testimony. Persons who traveled at great inconvenience (4 hours) from these cities were not heard because of such limitations on time. All of us present for the hearing believed that the hearing was totally for the public after our reading of the document. We were willing to stay beyond your 10:00 p.m. curfew because of the urgency of this matter.

Thank you for your presence and the time that you did take to pursue with us our concerns. We know that you are aware that we will do everything in our power to block the MX rail garrison from coming to this State. We hope you join us in this goal.

In a spirit of love and nonviolence,

Dr. Andrew Blatte
Dr. Carol Sakant, o.p.
903 N 7th
Saginaw, MI 48601

DOCUMENT 34

March 30, 1988

and
July 31, 1988

To: Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB
California

Re: Commentary for the Scoping Hearing
Rail Garrison MX System
Wurtsmith Air Force Base, Oscoda, Michigan

It is with deep concern and conviction that I add my questions and conclusions to the public record regarding the proposed Rail Garrison MX System to be housed at Wurtsmith Air Force Base and lining the rural and city areas of Michigan. It is my understanding that all questions posed here will be responded to in future hearings, that all information gathered for the DEIS and FEIS will be sent to me for my study and further questioning. My concerns are the following:

1. International Law prohibits the possession of nuclear weapons.
 - *Hague Convention Respecting the Laws and Customs of War on Land of Oct. 18, 1907 58 Stat. 2277 T.C. 403.
 - *The Charter of the International Military Tribunal, Aug. 8, 1945, 59 Stat. 1544
 - *Declaration of St. Petersburg, 1868,
 - *Hague Convention, 1899
 - *Kellogg-Briand Pact, 1928
 - *1977 Geneva Protocol
 - *Convention on the Prevention and Punishment of Genocide, 1951
 - *Outer Space Treaty of 1967
 - *Non-Proliferation Treaty of 1970
 - *Read the Declaration on Atomic Energy, 1945, 60 Stat. 1479, T.I.A.S. 1504
2. The use of nuclear weapons is violative of International Law.
 - *Declaration and the Prohibition of the use of Nuclear and Thermonuclear Weapons G.A. Res. 1653 Section XVI 11-24-61
 - *Shimoda v. Japan 355 Hanre Jiho Decisions Bulletin 17, 1963
3. Under the provisions of the Nuremberg Principles you and I have a responsibility to hold our government responsible to International Law, Treaties, Pacts, Protocols, Charters, Conventions, the Laws of Humanity
 - *Trials of War Criminals, Vol. I, sec. B, Charter of the International Military Tribunal
 - *Article 6(a)
 - *Article 8
4. The use and threatening to use nuclear weapons on civilian populations defies, also, the laws of God and most religious traditions in the world today. The placement of the Rail-Garrison MX system is another defiance of Exodus 20:13 and Matthew 5:44.

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Involvement of the public

- 8 The State of Michigan in November, 1982 voted in a solid majority rejection of nuclear weapons. The public called for a freeze in the research, testing, construction and deployment of nuclear weapons. The federal government, pentagon, air force personnel resisted the will of the people of this State by deploying cruise missiles on B 52 bombers six months later at WAFB.
- 9 1. What assurance have the people of Michigan that these hearings are meant to truly assess the will of the people?
- 10 2. Why has inadequate notice been given?
- 11 3. Why has no information been forwarded to any of us who have requested it from Congresspersons?
4. Why have all of the communities through which the rail lines will be used not been informed and called to public hearings in their local areas?

MX Missile System Itself

- 12 The MX Missile system merely escalates the arms race to hair trigger proportions. At the time of arms control, the passage of the INF Treaty and elimination of classes of weapons, the administrations work toward cutting 50% nuclear weapons, there is no logic in deploying another set of landbased warheads on a new basing mode.
- 13 1. What evidence substantiates the need for the MX for national security?
- 14 2. Has there been any difficulty with the functioning of MX missiles?
- 15 3. Did the people of other parts of the country willingly accept MX? If not, why not?
- 16 4. What is the total projected plan for the Rail-Garrison system? What is the total cost?
- 17 5. Has Congress allocated all of the funds for the rail line system and carriers, along with warheads?
- 18 6. If an explosion/detonation of one of the MX's were to occur, what would the result be?
- 19 7. If an attack were to occur on one of the rail cars, what would the result be to the surrounding area?
- 20 8. Is there a greater possibility that military bases and weapon systems will be attacked by an opponent or terrorist?
- 21 9. What materials/chemicals must be used to keep the MX/Rail System from deteriorating? Is this material toxic? How is it contained or is it disposed?
- 22 10. Is the same rail system used for carrying contaminated materials or is it carried on roadways? Is it buried at the site?
11. What is the chain of command located to actually use the MX System on the opponent population?
12. Is the MX considered to be a first strike weapon by the military? If not, does it mean that an attack could have already taken place at the base before the MX is used?

Wurtsmith Air Force Base, Oscoda

1. It is my understanding from military personnel in the federal courts in Michigan, that the Base has not received sufficient funds in the past to clean up the environmental contamination cited by the DNR. Millions

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of dollars already spent can never repair the fragile earth of this significant tourist area of our State.

- 23 1. What numbers of people live in Isocoo County or recreate there who would be affected by environmental hazards?
- 24 2. How many persons live in the areas through which the rail lines will be used by the MX Garrison?
- 25 3. Base the advantages and disadvantages of the Rail Garrison MX in the State and in the Oscoda area?
- 26 4. Will you give a summary of any environmental impact studies over the past thirty years? What was done to improve these problems? What has the total cost been?
- 27 5. Will the Department of Natural Resources of Michigan be able to testify at the hearings and the EPA be available to respond to questions?
- 28 6. What have been the negative effects from the base on well water, Lake Van Etten, and Lake Huron?
- 29 7. Have any medical studies been done in the area to evaluate the effect of past use of contaminants, toxics and injurious materials to human life?
- 30 8. What plans are being made to research the high numbers of baby deaths, still births, and women's pregnancy problems in the base areas?

Basing Modes

1. It is evident from my study of the total nuclear weapon capacity of the United States and the inability of any of this military potential to be used without mutually assured destruction, that NO ACTION is the most sound decision of basing modes.
- 31 1. From the military vantage point, what are the advantages and disadvantages for this suggested basing mode?
- 32 2. What is the comparison with the other thirty basing mode possibilities?
- 33 3. Is NO ACTION a possible alternative at this time, or have you gone beyond the point of no return?
- 34 4. Why should the MX be placed on the rail system of Michigan?
- 35 5. What previous studies have been made regarding this system?
- 36 6. What are the conclusions?
7. What is the complete history of the Rail Garrison MX system?

Security for the Rail Garrison MX System

1. It does not seem appropriate for an unprotected train to be traveling through our State. Even if tall fences with barb wires were enclosing all the railway system, there would be no assurance that the natural disasters of collision, track disrepair, or blockage on the tracks would not occur. There is no real protection for this system.
- 37 1. What is the impact of the necessary Anti-Ballistic Missile System ABM needed to protect the project?
- 38 2. What safety of the people and environment is being assured?
- 39 3. What assurances and insurance is available for person and property?
- 40 4. What is the impact on the local land values around the base and around the entire Railway system in various parts of the State?
- 41 5. What kind of security, besides armed guards, will be implemented to safeguard the MX?
6. What impact will these safeguards have on the lifestyle of persons living near the affected areas?

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- 42 7. How often will the missiles be moved out onto the rail lines for testing purposes?
- 43 8. How will the people be alerted to this danger?
- 44 9. What is the impact on the environment and people if there were a derailment while loaded with MX's?
- 45 10. Who is responsible for the upkeep, repair and safety of the tracks and surrounding right of ways?
- 46 11. If suits or costs are incurred, who will pay for damages?
- 47 12. How long will it take to move the trains from the base in case of attack? Will the cruise missiles be removed at the same time?
13. What railway lines will be used/ and through which cities?
14. How many miles of track will be used for this venture?
15. Will these same lines be used for all commercial purposes?

Workers

1. Usually the argument made for the military venture of this nature is that more jobs and more money will be brought into the area. Most projects of this nature, however, bring sporadic employment and discontinue once the project is completed. Military jobs are already initiated and do not increase the complement, while money spent for military hardware decreases the number of jobs when compared to the civilian economy. Please study the works of Jim and Marian Anderson of Lansing, MI. to be able to evaluate this false sales pitch to the State.

- 48 1. How many workers will be employed for this total project, both short and long term?
- 49 2. How many workers will be employed from all of the areas affected by the project?
- 50 3. How many workers will be imported from outside of the areas?
- 51 4. How many workers will be retained for an ongoing employment for this project?
- 52 5. Will the federal government guidelines be followed for affirmative action in both of these areas of employment?
- 53 6. What services will be set in place in Oscoda and other affected areas for persons applying for employment but not hired?
- 54 7. What is the projected length of time for the whole proposal?
- 55 8. What support systems will be put in place for the communities disrupted by this project?

Evacuation plans

1. If you would take a survey of any city or rural area in Michigan you would find that most of us have no idea of evacuation plans in case of nuclear attack, any do we believe that any paper planning would work. There is some discussion about saving the politicians of the area. Do you really believe that persons can evacuate safely from an attack area or from an MX system explosion?

- 56 1. What evacuation plans are being made for the residents and tourists of Isocoo County and beyond?
2. What additional plans are being made for all of the cities and farm areas through which the rail lines pass?
3. How are these evacuation plans being taught, changed, developed, and implemented? Have any ever been practiced?

These are some of my preliminary concerns, questions and conclusions. I do anticipate participating in some of the hearings that will follow and request that you send me all materials to be placed before the public on April 5, 1988. I would also appreciate any other information that you have available for your totally comprehensive planning of the system. May I expect to receive notices of all the future hearings through your mailing to concerned persons and myself?

As you know, Michigan is a peninsular State surrounded by water. It is through the magnificent scenic, environmental and natural resources that our State continues to exist during these desperate economic times. The military industry detracts from the major industries. I believe in a new way to solve conflict in the world. All of you would not only have jobs; you would be happier in your jobs because you would be working for life on the earth, for preserving the fragile earth resources and would not be caught up in war-making.

Sincerely and gently submitted,

In Ardeth Platte
Sister Ardeth Platte
Dr. Carol Gilbert
Sister Carol Gilbert
903 N. 7th St.
Saginaw, Michigan 48601

LOCATION LRAFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 I signed Draft Environmental Impact Statement on the Peacekeeper Rail Garrison program. I believe it to be thorough in its content.

I am concerned that our Air Force Rail system be in excellent condition before there is any chance that the Garrison would need to be used.

2 I do not believe the Rail Garrison program would have a negative impact on our environment and strongly disagree the timing of the Garrison at LRAFB.

We have enjoyed our SAC mission for the last 25 years and would like to see where we go at LRAFB in the near future.

It is what you graduate an excellent open hearing then saying "Thank you".

Name Steven L. Smith 1408 Main St. Jeffersonville Indiana 473076

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION LITTLE ROCK AFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 Who will review the classified annex to the EIS?

Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 1, 1988

Eileen Oldag
198 Archer Avenue
Shreveport, LA 71105

Director of Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base, CA 92409-6448

Re: Response to Second Scoping Hearings - Shreveport/Bossier City, LA

Following are my comments, reactions and questions raised at the July 26 MX hearing. I would appreciate a copy of the final report and would anticipate finding answers to these questions in that report.

1 I strongly object to the misuse of language in naming this system "Peacekeeper." Peace may be best defined as freedom from fear. There are weapons and instruments of violence integrated into a system that promotes fear of nuclear accidents and is justified by fear of an enemy attack. The MX rail-garrison basing system is a war system and has nothing to do with peace; I request that use of the name "Peacekeeper" be discontinued.

2 I support public hearings and the privilege of individuals to express opinions and raise questions. I appreciate the individuals and policies which insist and guard that these hearings take place.

3 I do not understand why the prepared presentation was limited to information packaged and delivered by military personnel or under military contract. Prepared presentation of opposing views and alternative interpretations are of value to the public and could be presented in the same format without constituting "debate." I feel confident that none of the information given was incorrect in a technical sense, but I know for a fact that it was biased and incomplete.

4 I have the following questions concerning the design of the system:

a) How can a car designed to work on the commercial rail system be designed to safely deploy a 195,000 lb. missile?

b) When derailments occur with regularity in both populated and rural areas of east Texas and northwest Louisiana, how can this system be considered safe for missile transportation in emergencies?

5 c) Who drives these trains? If the trains are only taken out in event of strike threat, what are the chances of having an engineer who knows the character of the commercial rail system and potentially dangerous areas of it?

6 Who will determine the routes of the trains? If they are determined by remote military personnel or predetermined, what is to insure that unsafe commercial rail will not be used?

7 d) What does the military define as a highly populated area? If the trains are taken out with missiles, will they be moved through highly populated areas? Will they be moved through cities during normal to high traffic periods? Will they have to stop for commercial rail traffic in either rural or populated areas?

8 e) What is the expected life span of this system in part and whole? How long before it is obsolete? How long before negotiated peace treaties call for its dismantling?

9 f) The presenter at the July 26 presentation gave statistical information on accident probability. I was not able to record his oral review of the information. I do recall that the projection is that only one to three persons would die as a direct result of the MX rail-garrison system. I suggest that it will be very hard for only one to three people to die, except in a statistical sense. Any nuclear accident which kills one person is going to kill thousands.

10 Please include in clear, simple language the projected risk factors as currently figured and explain how the death of one to three persons might occur.

11 g) Is this a first-strike system? If it is, what is the projected frequency of call-out; that is, how often is it anticipated that the active system will be circulating in the commercial system?

12 If it is not first-strike, how can this system be justified when it takes four to six hours to activate and strike-notice time is in the range of twenty minutes.

13 5) I have the following comments and questions concerning the environmental impact:

14 a) The mayor of Bossier City responded to the EIS issue of endangering wildlife by stating that protection of animals is important, but that protecting humans is more important.

I guess that speciesism is the best description of such a statement. Perhaps an appropriate response is to ask what constitutes protection of humans if our current arsenal of 5,000+ nuclear weapons does not?

If we are not now at a level of human protection, how many other species must be endangered or eliminated to make humans secure?

b) The report contains an Alternative Action plan, but fails to provide a No-Action Alternative.

With no action, the existing transportation and biological environmental issues would be moot. Please suggest what the national and local impact in the cultural, social, and economic environments could be if this system is not implemented and the \$10-15 billion is available for other projects in these environmental areas.

6) Even as this administration is dismantling missiles, the pentagon is seeking to build more. It is hard to find a kind description of this illogical, threatening and wasteful action. The MX rail-garrison system was best described by one opponent as "Disneyland."

Like all weapons alternatives, the MX system is anachronistic before it is manifest. Conflicts are no longer resolved by conventional warfare or threatened nuclear warfare. In Viet Nam, Afghanistan, Nicaragua, Angola, and the Mid-East, conflict resolution is the result of diplomacy and negotiation. It is the only viable alternative; it is environmentally sound; it is cheap and it works.

The IX system is unnecessary. Please do not waste further time and money on this endeavor.

Sincerely,
 Fileen Oldag

SOCIAL IMPACT ANALYSIS

In the

DRAFT ENVIRONMENTAL IMPACT STATEMENT
ON THE PEACEKEEPER RAIL GARRISON PROGRAM,
U.S. AIRFORCE, dated June 30, 1988

Comments by:

Catherine Hedge McColld, B.A., M.A., Ph.D.
Cultural Anthropologist, Professor of Anthropology,
Central Missouri State University, Warrensburg,
for the public hearing, August 3, 1988,
Warrensburg High School

Environment is a broad concept that has to be evaluated in terms of many interrelated factors that are part of a broad ecological system. A basic ecological principle is that "Everything in an environment is related to everything else." Social or cultural patterns are an intrinsic part of all human environments and must necessarily be comprehensively evaluated. Failure to do so undermines the scientific accuracy of any environmental analysis.

According to this draft environmental impact statement (p. 23), Mr. Penckeeper Bill Garrison of MX Program is expected to cost between 10 and 15 billion dollars. Peak annual expenditures will be in 1991 at 2.8 billion, with 2.2 billion a year for operations and support of the program. This is a massive program that will obviously affect the society in various ways.

1 I was surprised to find no copy of this very important public document had been sent to the university library in Warrenburg. The only available library copy was in the Warrenburg public library, to serve a population of over 20,000 in Johnson County.

the likelihood of such broad changes as proposed in this program have to be examined comprehensively as they might influence existing technological patterns in interrelation to biophysical systems. The broad, interdisciplinary approach of the AEC is not adequate. Specifically, it does not adequately address the Council on Environmental Quality's requirements in 40 C.F.R., 1507, Section 1507.1 (Human environment), 1507.8 (Effects), 1507.9 (Cumulative impacts), and 1507.10 (Unavoidable impacts) and 1507.2 (Significance). While all these sections are interrelated, they are discussed more specifically below.

¹ Human Ecology Report (10 C.F.R. 251.1509.8). The Council on Environmental Quality in this section says that the human environment:

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[illegible]

While draft policy impact statement does not adequately examine potential effects in conjunction with other efforts.

[illegible]

Another weakness of this narrowly defined approach can be seen in the treatment of out-migration as important. The study simply assumed (p. 24) that voluntary levels of protected population increase would indicate considerable levels of out-migration impact. For example, if total numbers of less than one percent of the community population were calculated as negligible. Depending on the composition of the population, the proportion of school age children coming in, increased income and accompanying out-migration, and women, teachers and newcomers, very small population increases could have significant negative impacts. In fact, a larger population increase that was not accompanied by such patterns. However, the overall approach of the study made such determinations impossible to make.

3 | 2. Effects 140 C.F.R., section 1508.91. There is no comprehensive, wholistic assessment of both short term and long-

3| the consequences of the interrelationships between changes in the biophysical and sociocultural environments. This would need to include internal flows from such diverse areas as natural resources and " and aesthetically, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative." (1989, p. 200)

Contrary to the approach used in the draft statement, "social" and "cultural" are used broadly in sociology and sociocultural anthropology to include such things as marriage and family patterns, race relations, attitudes, values, issues of ethics and morality, factors affecting personality development, artistic endeavors, as well as many levels of responses to stress, among numerous other factors.

Social cultural anthropologists and sociologists are needed to give the "social" aspect of this program. This is not something that can be done in a few days, or by mail. Social scientists need to supplement any survey or historical research with participant observation in the affected communities.

Testimoniality: well developed anthropological participant observation has involved 1 year or more of work in the community itself to obtain a core of basic information.

Long term consequences should be examined in at least a fifty year time frame. Many consequences of civil mental changes, such as those facilitating initiation and other toxic wastes, take decades to be measurable. This does not make them any less significant, as our growing understanding of such things as the impact of Agent Orange on Vietnam veterans and their families indicates. Under the proposed Agency and State divestiture impact agreement, there to be a continual process that facilitates changing and even dismantling previously implemented decisions.

3. Cumulative Impact (40 C.F.R., Section 1508.7). This statement

"Cumulative impact" is the impact of the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

There are a number of programs being developed, including the Health Renter program, various real estate developments, community projects (such as sewers), as well as current projects, whose cumulative impacts need to be systematically analyzed in relation to this proposed program. This means that this cumulative impact must also be examined in terms of the

interrelations between the social and biophysical aspects of the total environment. For example, what effects on the local economy and quality of life might result from impacts on the immeasurably rich wildlife at Knob Moxer State Park? That park is a natural resource which is used not only by the general public in a variety of ways but by the schools from the elementary through the university as an extension of their classrooms. How much reduction in ecological awareness and appreciation in those students will result from any cumulative impact there?

These are not the kinds of questions that have been addressed in this environmental impact statement. But they need to be. Many of us who have been sweating through the 100 degree plus heat and the drought for so long this summer certainly wish the society and world had paid more attention to the possible cumulative long-term climatic and social consequences of changes that many felt were in their short-term benefit, such as automotive and industrial air pollution and cutting down rain forests.

4. Significantly (40 C.F.R., Section 1508.27). This section relates both to interrelatedness of social concerns and the issue of controversy. It says, in part:

"Significantly" as used in NEPA requires considerations of both context and intensity:

(a) Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action.... Both short- and long-term effects are relevant.

(b) Intensity. This refers to the severity of impact. ...The following should be considered in evaluating intensity:

(1) Impacts that may be both beneficial and adverse...
(2) The degree to which the proposed action affects public health or safety...

(4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
(5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.

(6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.

(7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the

environment. ..."

Although a number of concerns were raised at earlier public hearings to determine the scope of issues for the proposed action, this EIS contains the following statement on page 1-20: "A discussion of morality, national security policy, or psychological effect is beyond the scope of this EIS." This is an admission that this environmental impact statement did not adequately attempt to measure such social impacts and indeed simply did not recognize them as relevant. Issues of morality, national security policy, and psychological effect need to be part of the assessment process for any EIS. If they are not, the issue of controversy over the effects on the quality of the human environment in (4) above will not be adequately assessed.

For example, in a community with a significant proportion of people with the moral perspective that any nuclear weapons system is immoral and who are willing to go to jail to prevent it from being implemented, the impact of such development will be much higher than in a community where this is not such a significant moral issue.

5. Scientific methodology and scientific accuracy (40 C.F.R., Section 1502.24). This section states that:

"Agencies shall insure the professional integrity, including scientific integrity, of the discussions and analyses in environmental impact statements. They shall identify any methodologies used and shall make explicit reference by footnote to the scientific and other sources relied upon for conclusions in the statement. An agency may place discussion of methodology in an appendix."

6 In this draft document, it is often difficult to figure out exactly how conclusions were reached. Footnotes to actual sources used and to describe step-by-step data collection and analysis are needed.

Where is there any evidence of random or other scientifically determined representative sample of households in the impacted areas? Where is there quantification from such samples of the impacts of the proposed program? Without footnotes to sources in virtually every section dealing with impacts, it is not possible to determine exactly how conclusions were reached, or to replicate it, a requirement of scientific accuracy. This is the case on virtually every page discussing methods, data reporting, and conclusions. For example, on page 4-11-17, the alternative action (deploying 100 Peacekeeper missiles in the Rail Garrison basing mode at F.E. Warren AFB, as opposed to 50 in the proposed action) is indicated as bringing 10 more students above those levels reported for the proposed action. Since there is no

footnoting of the exact sources and methods used to arrive at such projections, the reader cannot authoritatively challenge or accept the conclusions.

The chapter on methodology is filled with vague statements such as this one on employment and income "Forecasts of future baseline forecasts were based on econometric models developed for each ROI" (EIS, p. 3-6, Section 3.2.4). (ROI refers to Regional Economic Information.) Exactly which econometric models were used is not stated and no references in footnotes are given.

Similarly, the discussion of methods for assessing future and baseline conditions in population and demographics is vague, with statements such as: "Future baseline projects were based on existing forecasts obtained from state and local planning agencies." What methods did those planning agencies use? Where are citations so that could be determined? Since population projections depend on so many interacting variables, including what is happening in the social life of the population affected, many demographic projections, such as those done by the United Nations involve making several different projections based on possible variations in various related conditions. For example, if a significant number of people now living in Warrensburg became fearful that the MX missile system posed a greater threat to their children's health, looked for jobs elsewhere, and moved, the population projections would be affected. If there was a recession or depression in the world and national economy, all projections, not simply population would be affected.

The sections examining impacts of the proposed action provide further illustrations of these methodological weaknesses. This statement is given with regard to Prehistoric Resources: "Whiteman AFB is in an upland prairie region away from the drainages, forest, and prairie-forest transition near which most of the prehistoric sites in the area can be expected to occur. Therefore, no important prehistoric sites are likely to be affected by the Proposed Action." (EIS, p. 4-11-29, Section 4.11.5.3).

This is an extremely inconclusive dismissal of potential prehistoric resources. An important fact about prehistoric sites is that when they are destroyed, they are destroyed forever. Apparently no actual on-site analysis was carried out by any of the five archeologists listed as preparers in this document, for on page 3-23, it is stated that "The significance of impacts was determined by evaluating prehistoric, historic, and paleontological sites for their importance relative to other resources in the ROIs, as determined through consultation with area professionals and appropriate agency representatives."

Scientific methodology includes the conceptual or theoretical framework for assessing consequences of the proposed program.

Since, as discussed in previous sections, this approach does not adequately measure potential impact on interrelations between social and biophysical aspects of the environment or cumulative impact, the scientific methodology is also inadequate in this regard.

In conclusion, the examples used in these comments are for the purposes of illustration only. They in no way represent a comprehensive critique of this draft environmental impact statement and may not even include some of the most significant illustrations of its inadequacies. It simply was not possible to do a comprehensive analysis of it in the time available or with the materials published in the draft EIS.

Either a more comprehensive new draft environmental impact statement or at least a comprehensive supplemental draft EIS is needed to address issues raised in these and other comments. Certainly the sociocultural impacts of the changes proposed in this program have to be examined comprehensively in interrelation to biophysical changes. This would need to include specifically determining the nature and extent of public controversy.

The author: Catherine Hodge McCoid is a Professor of Anthropology at Central Missouri State University where she has taught since 1971. She is also the President of Global Dynamics, a private consulting firm doing a variety of projects to evaluate and help implement social changes. Assessing short-term political/economic patterns and long term political/economic change is a focus of that work. She is the author of numerous scientific papers presented at scholarly meetings and articles published in a variety of scholarly journals, including the Journal of Anthropological Research. Her book, *Garrying Capacities of Nation-States* (HRPlex Books, Human Relations Area Files, Inc., New Haven, Conn., 1984) is a sociocultural ecological analysis of a wide variety of patterns including population and economic ones, in 124 countries. She is a member of number of professional associations, including the American Anthropological Association, in which she is a Fellow, as well as the British Sociological Society.

LOCATION WHITEMAN AIR FORCECOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

I object to the procedure as written by the Air Force and carried out by Air Force officials at the public hearings. We are not living under martial law, so these hearings should be conducted by civilians, not regulated by military judges. All people who wish to testify should be allowed to do so, and comments from Air Force officers should be kept to a minimum. The purpose of these hearings is to accept testimony from the public, but in practice the hearings have been turned into a forum for Air Force propaganda. In addition, the military judges referred to elected officials, who have a duty to serve in satisfaction of the Air Force demands to construct the building of the Peacekeeper Rail Garrison. We are not in a position to remain neutral to residents of a distant base or to our own people who are feeling about a similar problem in the local area. My means of communication with the base has severely limited public input.

2

Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

It is hard to trust that this is a decision of the people after all our experiences with the top officials in Washington, and I really read about that.

Please look to the future rather than in a world of nuclear technology, deep debt, strike, war, murder, and terrible nuclear threats, irrational.

We have the experience of creating nuclear energy before we know how to dispose of nuclear waste, why then should we plan to build a base to destruction, in poisoning ourselves on the way.

The cold war conflict is settled by a few leaders negotiating, often a few thousand or a few hundred thousand are killed, but we never hear? To negotiate for strength we have to be strong economy-wise and take the time to think, and some say no to the nuclear. Especially, some are mentioning of nuclear and dangerous threat of the population.

Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

P.O. BOX 408

LAW OFFICES OF
GARRETT R. CROUCH
212 NORTH HOLDEN
WARRENSBURG, MISSOURI 64093

AREA CODE 816
TELEPHONE 747-8141

August 3, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Re: Whiteman Air Force Base--MX Rail Garrison

Dear Sir:

As a veteran of World War II, including duty from Normandy to Germany, I have a deep appreciation for the freedoms guaranteed by our constitution, what it took to secure them, and what it takes to preserve them. And, as a resident of this community for almost 40 years, I have been familiar with Whiteman Air Force Base since its reactivation in 1952, with its missions and many of the personnel assigned thereto. I have participated in helping to resolve various base-community challenges.

It is my belief that a strong national defense is required for the preservation of our constitutional freedoms, and I believe that the rail garrison plan is a vital part of that defense.

I do not know of any challenges presented in the past, in relation to the base, which the local communities have not been able to meet, and I believe that any new challenges which might be presented will also be met and overcome.

I support the mission.

Very truly yours,

Garrett R. Crouch
Garrett R. Crouch

GARRETT R. CROUCH II
ATTORNEY AT LAW
212 NORTH HOLDEN
WARRENSBURG, MISSOURI 64093
816-747-7141

August 3, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Re: Whiteman Air Force Base - Peacekeeper Rail Garrison Program

Dear Sir:

As a lifetime resident of Warrensburg and the Whiteman Air Force Base community, I have always recognized the impact of the base on this area, and I have welcomed its presence. In addition to its role in maintaining a strong defense, Whiteman Air Force Base has contributed significantly to the growth and development of this area through its economic impact and the participation of its personnel in community and civic affairs.

Throughout the years, Whiteman has served a variety of missions. Each mission has been supported by the surrounding communities, and the challenges related to such missions have been successfully addressed. I am confident that if Whiteman Air Force Base is selected as a site for the Peacekeeper Rail Garrison Program, these communities will again respond positively.

I appreciate your consideration of my thoughts as you determine where to deploy this newest defense system. I sincerely encourage your selection of Whiteman Air Force Base as one of the sites.

Sincerely,

Garrett R. Crouch II
Garrett R. Crouch II

Mr. and Mrs. William McGonigle
6340 Walnut
Kansas City, Missouri 64113

We strongly oppose the rail garrison concept at Whiteman Air Base (or any other base).

Here are some of our reasons:

1. The whole concept is an ill-conceived fantasy.
2. A. The present rail system would not be able to support the extra heavy load.
3. B. Civilian dispatchers would have to be notified if the AT&M train entered regular rail system.
4. C. To leave and deploy from Whiteman for any distance the train would pass through heavily populated areas (i.e. Kansas City, Jefferson City, St. Louis, etc.) This is against the law.
5. D. The addition of the rail garrison would make our state a prime target for an attack.
6. E. He would applaud the S&W treaty, reducing by a small percentage the nuclear weapons he possesses. Why add to the overkill when we already have 150 missile sites and the stealth bomber in this area?
7. F. Train crashes and derailments are not uncommon in this country, frequently due to the age and condition of the rails. He enclose an article in the KC Times August 1, 1988, telling of a disastrous train crash in Iowa. There were also two derailments in Missouri last week.

We resent the title Peacekeeper Rail Garrison Program. The AT&M is an offensive weapon and a killer, not a peacekeeper.

I am a World War II Purple Heart veteran, an Air Force pilot with a record of 65 bombing missions. So I see the situation now, I could not serve in the military and promote nuclear war.

Sincerely,
W. McGonigle
Cathy McGonigle

Railroad tank cars crash in Iowa; 2 crewmen killed

The Associated Press
ALTOONA, Iowa — Two freight trains collided head-on and burst into flames late Saturday, killing two crew members and causing the evacuation of 1,000 residents. Officials decided Sunday to let the blazing tank cars of alcohol burn themselves out, and some of the 1,000 evacuees returned home against authorities' advice. Officials of the National Transportation Safety Board met for an hour with police Sunday and began to lay the groundwork for an investigation. Although evacuees were allowed to return, police tried to discourage them. "We are telling them of the dangers and leaving it up to them," said Britt Adair, police chief in this

suburb east of Des Moines. Mayor Tim Barger said that fires were burning up fast faster than projected and that officials were making arrangements to have heavy equipment on hand this morning in hopes of beginning a cleanup. The fire involved two tank cars loaded with denatured alcohol. Rail officials said the eastbound train was pulling 78 cars, and the westbound train pulled eight. The eastbound train was headed from Council Bluffs to Chicago, while the westbound was a freight going from Newton to Des Moines. A federal safety official said drug testing would be done, but he would not speculate how two trains ended up on the same track headed in opposite directions.

A COMMENT FROM HENRY COUNTY, MISSOURI
REGARDING
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PRESENTED TO
DIRECTOR, ENVIRONMENTAL PLANNING
AFPRCE-RMS/DEV
AUGUST 3, 1988

After assessing the Draft Environmental Impact Statement presented to the EPA by the Air Force, Henry County feels that Whiteman Air Force Base should be favorably considered as one of the deployment bases for the Peacekeeper Rail Garrison Program.

The studies conducted and information provided by the DEIS, substantiate the fact that Whiteman Air Force Base would be an excellent choice for the Rail Garrison.

In reference to the "Socioeconomic, Summary of Impacts", (page 4.11-14, paragraph two), the projected problem with overcrowding of area schools could be alleviated by including communities of close proximity to WAFB, within Henry County. Windsor R-1 School System, for example, is capable of handling several more students. In addition to this situation, Clinton has an excellent parochial school in Holy Rosary, which provides education for Kindergarten through 8th grade. This school offers an alternative education for those children of Catholic and non-Catholic families.

The affected resources included in 4.11.12 "Irreversible and Irrecoverable Resources Commitments", (page 4.11-15, paragraph two), mention historical sites and architectural resources. As stated earlier in the DEIS, these sites and resources affected are not considered too important and can be detailed in architectural documentation.

Concerning biological communities, (page 4.11-45 paragraph three) no great unfavorable impact would occur. Wildlife contained within the ROI is not considered to be endangered.

As stated in the "Relationship Between Local Short-Term Use of Man's Environment and the Maintenance and Enhancement of Long Term Productivity", "no effects on long term productivity is expected" as the resource mentioned.

Henry County feels that the decision to utilize Whiteman Air Force Base, as a deployer of the Peacekeeper Rail Garrison would be good for the people of this area, the state and nation as a whole. The nationally central location of W.A.F.B. makes it strategically perfect to aid in the protection of the people of the United States.

In conclusion, the Commission of Henry County fully endorses Whiteman Air Force Base as a site for the Peacekeeper Rail Garrison.

Harold Smith
Harold Smith - Presiding Commissioner

Kenneth Sims
Kenneth Sims - County Commissioner

Everett Dunning
Everett Dunning - County Commissioner

Subscribed and sworn before me this 3rd day of August, 1988.

Gene Pogue
Gene Pogue - Henry County Clerk

Enclosure

CC: Senator John Danforth
Senator Christopher Bond
Congressman Ike Skelton
Governor John Ashcroft
Senator Harold Caskey
Representative R.L. Dunning

Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Lt Col Peter Walsh
APRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

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Norton Air Force Base
San Bernardino, California 92409

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

*I believe yourself as Dr
of Professor Martin L.*

LOCATION Wilmington, DECOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 Environmental Issue #1: No safe method for plutonium storage has emerged to my knowledge, has found. Even if it is, it appears the delivery, burial, or transportation of nuclear missiles or other materials to plutonium in an area that would threaten my family's future.

2 Environmental Issue #2: Independent the statement the presence of latent independent of this important pose a direct threat to the ability around whether storage area is found just they have a prime target.

3 Environmental Issue #3: The development, presence and maintenance of these missiles does contradict the spirit of the recent U.S. SALT agreements.

4 Environmental Issue #4: If you must -- why not use what your role abandoned missile files new times OK???
Dwight D. Eisenhower 449 E. 5th Kansas City, Mo 64102

Name _____ Street Address _____ City _____ State _____
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 2, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-0448

Dear Lt. Col. Walsh:

Enclosed, you will find comments on the Draft Environmental Impact Statement (DEIS) for the "Peacekeeper" Rail Garrison program, made by my wife, Elizabeth, and me.

We feel that the DEIS has not adequately considered environmental issues, and that important, if not crucial, aspects of the impact on Arkansas and the United States.

We are both opposed to this method of storing these offensive nuclear weapons. We ask that you reconsider the DEIS, possibly, and consider this radio method.

We expect to see our concerns, as well as the concerns of other citizens, fully addressed in the final Environmental Impact Statement.

Thank you for your attention to this important issue.

Sincerely,

Conrad F. DeVaux
Conrad F. DeVaux

enclosure

cc: The Honorable David L. Boren, U.S. Senator
U.S. Capitol, D.C.
The Honorable Frank Lautenberg, U.S. Senator

COMMENTS ON THE DRAFT
ENVIRONMENTAL IMPACT STATEMENT
FOR THE "PEACEKEEPER" RAIL GARRISON PROGRAM
by Conrad F. and Elizabeth E. DeVaux

1 The first comment we would like to make is that we received our copy of the Draft Environmental Impact Statement (DEIS) on July 15th, 1988, less than a month from the scheduled hearings on the program. It is bad enough that we had precious little time to review this document, but we had no time to even start to look for the referenced documents. All referenced documents should have been made easily accessible to the public, and, some time should have been given to us to review the DEIS.

The other questions and concerns we shall address by section and page number.

3 OTHER FUTURE AIR FORCE PROGRAMS AT PEACEKEEPER RAIL GARRISON FACILITY
Page 10-10: The cumulative environmental impacts of classified programs are covered in a classified annex to this EIS.

Because it is classified, how far we, the public, comment on it? Who will review and comment on it? Are they elected officials, military personnel, contractors, or bureaucrats?

ADMINISTRATIVE

Page 10-11: "The Air Force will follow the Executive Order at the time of program initiation."

4 Executive Order is not at all clear. What does it mean? Will it be that subject of a law area that is likely to be classified and will be declassified? Will it be that of the classified and declassified materials? Will it be that of the materials that are not declassified but are not declassified?

DOCUMENT 50

cleanup?

NATIONAL ECONOMIC IMPACTS

Page S-39: "By 1994, total program-related employment is projected to be at a steady-state level of about 12,000 jobs."

- 6 | -How many of these jobs will be military? How many civilian?
 7 | Of the civilian jobs, how many are expected to be with the
 8 | missile builder? How many local hires do you expect? What
 9 | skills will you need? Can all the communities support your
 10 | labor needs? If not, how many people will you have to bring
 11 | in from outside the community? Will these people work for
 12 | minimum wage? Will you provide training for the civilian
 13 | personnel? Will you help the workers find jobs at the end of
 14 | the construction projects? At the end of the garrison life-
 15 | time? How many minority people will you hire? How many handicapped
 16 | people will you hire? How many women? What jobs will you
 17 | offer to disadvantaged teens? What benefits will your employees
 18 | receive? Will these people be allowed to unionize if they
 19 | desire? Will you offer part-time positions? Will you give
 20 | advance notice of decommissioning? What kind of advancement
 21 | opportunities will you offer? What skills will your
 22 | employees take to other jobs? How will budget cuts affect
 your employees? Who will oversee employee health and safety?

COMPARATIVE ANALYSIS OF ENVIRONMENTAL IMPACTS OF THE PROPOSED
AND ALTERNATIVE ACTIONS BY CANDIDATE GARRISON INSTALLATION

Page S-39: "Beneficial socioeconomic effects, such as increases in employment and income and greater utilization of vacant housing..."

- 23 | -This statement seems to be contradicted in Appendix A
 to the DEIS, page A-4, where you state, "contract awards
 to local firms would reduce population immigration...
 and consequently lower demand for temporary housing...".
 please explain this discrepancy.

- 2 -

DOCUMENT 50

Page S-43: "Long-duration impacts on cultural resources would be high because construction would destroy portions of two sites...one of the most important of its kind..."

"...prehistoric sites of a type common in the region would be disturbed."

- 24 | Because you have identified a major and important arch-
 aeological site at Baker AFB, on-base option, you really
 have no choice but to avoid this planned site for basing.
 This is according to Appendix A of the DEIS. Data recovery
 plans would be inadequate, and even if you tried to
 preserve for the future, there is a risk of pollution or
 contamination due to an accident at or near the site,
 making the site lost for hundreds or even thousands of
 years. As for the other site "...common in the region",
 it never-the-less is unique also. Like a snapshot of our
 families, a common enough occurrence, these sites provide a
 day-to-day look at how the world was. Sooner or later we
 will run out of these "common sites".
- 25 |

STRUCTURE OF THE ENVIRONMENTAL IMPACT STATEMENT

Page 1-3: "Certain technical aspects of the engineering design and operating concepts for the Peacekeeper Rail Garrison system are still undergoing change."
 "... the relative environmental impacts...are not expected to change..."

- 26 | -What guarantee can you give that these changes will not
 affect the EIS? Suppose you find out that it does change
 the EIS, will the public be told and given the chance to
 review and comment on the changes? What if an engineering
 change causes a significant impact, will the project then
 be abandoned? By aren't all engineering aspects nailed
 down yet? What type of problems are you having?

- 3 -

DOCUMENT 50

SYSTEM CONCEPT AND DEPLOYMENT

Page 1-8: "The missiles and trains would not be moved out of the garrison except during times of national need."

- 27 | -In times of national need, civilian rail traffic is
 expected to increase also. You've stated that on a national
 average, the increase in rail traffic would impact the rails
 slightly. Is this statement true for every state, i.e. will
 each state only experience a slight increase in rail traffic,
 or will some states have greater increases, and therefore
 greater impacts to be felt? What about on a local level?
 Looking at the problem from a nationwide scope tends to
 hide any problem that may arise at a local or statewide
 level.

OPERATIONS SCENARIO

Page 1-13: "When necessary, resupply would be accomplished in a variety of ways, including local purchases, servicing in train yards, servicing by mobile servicing vehicles, and servicing from military installations."

- 28 | -If servicing off a base, how would you establish an
 explosive safety zone? How will these zones impact the
 work areas in train yards or in populated areas? How will
 garbage and other wastes (human, hazardous, etc.) be collected
 and disposed of? How will these wastes be collected and
 stored on-board the trains? How will hazardous wastes,
 specifically, nuclear materials, propellants, igniters,
 petroleum products and other explosive materials be stored,
 handled and picked up for disposal? How will you inform
 local public health and safety officials about these
 hazardous materials under the right-to-know laws?
- 29 |
- 30 |

- 4 -

DOCUMENT 50

SYSTEM TEST SCENARIO

Page 1-14: "Peacekeeper Rail Garrison test facility requirements at other locations are generally minor and form part of their regular missions."

- 31 | -What exactly are these test requirements? What are the
 chances of a mishap occurring?

POSSIBLE FUTURE OPTIONS FOR DUAL RAIL EGRESS

Page 1-17: "A second rail connection from a garrison to a main line...is considered at a later date..."

- 32 | -Will new scoping hearings be conducted? Will a new EIS
 be drafted and opened to public comment?

DECOMMISSIONING

Page 1-19: "The relevant laws and procedures may change substantially..." "The Air Force will follow all relevant laws at the time of decommissioning."

- 33 | -Because a weapon system is often a "bargaining chip" for
 arms control agreements, this weapon system could be
 decommissioned within a few years. Because of this, the
 relevant laws concerning decommissioning should be discussed
 now and included in the EIS. Specific questions must be
 answered. What will you do with the nuclear material?
 What will you do with the solid propellant? The propellant
 igniter? The liquid fuel? Any high explosive material?
 Other components of the missile? If the destruction method
 is to be by firing the missile, as the Pershing missiles are,
 how will this impact the environment at the firing location?
 If you stockpile the weapon, how will you prevent leakage?
- 34 |
- 35 |

- 5 -

DOCUMENT 50

NATIONAL RAIL TRANSPORTATION IMPACTS

- 36 -This whole section needs to address the impacts not only on a national level, but state and local levels as well. This is because some states or local areas are ^{part} worse off than others as far as traffic, maintenance, condition of the rails, personnel, etc. A garrison located near a major rail yard for example would have problems getting out onto the main lines, or normal traffic would have to wait to allow the garrison train to pass through. And wouldn't this alert any observant agent that this apparently "normal" train is a part of the garrison? Will the garrison trains pick up empty rail cars to make it look real? What impact will this have on the railroads? If you use loaded rail cars, will the criteria for explosive zones apply? How will the public be protected from attack?

ENVIRONMENTAL ANALYSIS METHODS

- 40 Page 3-2: "Controversy, referred to in consideration 4, involves disagreement among recognized professionals over environmental impacts or assessment methods. Possible controversy over the purpose, need, or desirability of this program was not considered in evaluating the significance of impacts."
- 41 -Why not? Why is it that you choose to study only those areas that will help your cause, but not the other important areas that will affect the public? Is this why you will not address the psychological impacts of the basing plan? Why can't we comment on purpose, need, and desirability? Do you think ignoring an impact will make it go away?

SIGNIFICANCE CRITERIA

Page 3-10: "...sociobconomic impacts were judged to be significant when one or more of the following would occur:

- 6 -

DOCUMENT 50

"Increases in existing neighborhood elementary school enrollment would result in pupil-to-teacher ratios that are larger than the state standards, thereby threatening accreditation."

- 42 Why are only the elementary schools looked at when applying this criteria? It seems that when a high school is mentioned to exceed pupil-to-teacher ratios, it is glossed over or ignored. This happened when you talked about Little Rock AFB, Eaker AFB, Malmstrom, and Whiteman AFBs. High schools are every bit as important as elementary schools. Even more so as they prepare the teens to enter society. High schools can lose accreditation also. They too will need increased staffing. Impact in the education area is really lacking in this study and should be readdressed to show impact on all schools.

AFFECTED ENVIRONMENTS AND ENVIRONMENTAL CONSEQUENCES

Page 4.0-2: "The area between the garrison perimeter fences (a 30-ft swath) plus two additional 45-foot clear zones immediately inside and outside of the fences will be kept clear of vegetation and will be graded."

- 43 What methods will you use to keep vegetation clear? Will you use herbicides? What will they be? How will this affect the soil both short term and long term? When the garrison is decommissioned, will you restore the land to its original condition?

LITTLE ROCK AIR FORCE BASE, ARKANSAS

Page 4.8-1: "The 3.5 miles of existing track would require upgrading."

- 46 -Is this rail an example of the rail system in Arkansas? Will all the rails in the state be upgraded? Will

- 7 -

DOCUMENT 50

- 47 these rails be "nuclear certified"? What about the other rails in the state? Will they be certified?

EXISTING AND FUTURE BASELINE CONDITIONS

Page 4.8-7: EDUCATION. "Enrollment is projected to increase to 23,225 by 1990 and to 24,750 by 1995, and staffing may increase to maintain existing pupil-to-teacher ratios."

- 48 Who will pay for the additional teachers? Can the local economies withstand tax increases? Where will the qualified teachers come from? Why is it that you never mention that Arkansas ranks near the bottom of nearly every measure when it comes to education? This means you ask for more from an already burdened system.

Page 4.8-7: PUBLIC SERVICES. "...city staffing would have to increase from 190 to 197..."

- 51 As with education, who pays? And if the additional people are not hired, what will the impacts be on the already rising crime rate and burdened health care system?

Page 4.8-7: EMPLOYMENT AND INCOME. "The proposed action would create new jobs..."

- 52 Will these jobs be skilled or unskilled positions?
- 53 Does the community have the necessary skills to support your effort? Will you pay minimum wage only, or better?
- 54 What secondary jobs will the project create? What do you base the creation of secondary jobs on?

Page 4.8-15: POTABLE WATER TREATMENT..., WASTEWATER, SOLID AND HAZARDOUS WASTE.

- 55 -With the increase demands on these utilities, increased operating costs will probably occur. Will the Air Force pay for these increases?

- 8 -

DOCUMENT 50

Page 4.8-16: ENERGY UTILITIES

- 56 With the proposed increases in diesel fuel, will this cause shortages in the county? Will this drive prices up? If the garrison is deployed, where will you get the fuel then? Will this use impact whatever local area you stop in? With the increase use of fuel, that means an increase in traffic from hauling in the fuel, will this raise the chance of accident and spills?

LAND USE

Page 4.8-21: IMPACTS OF THE PROPOSED ACTIONS. "The program would require relocation of seven existing on-base facilities including the conventional weapons storage area and the Defense Reutilization and Marketing Office (DRMO) facilities."

- 57 What are the environmental impacts of moving these facilities, especially the DRMO and its hazardous waste storage area?
- 58 Where do you intend to dispose of hazardous wastes handled by DRMO? Will this facility comply with the right-to-know laws?

WATER RESOURCES

Page 4.8-29: "...the effect of the additional pumpage on the available quantity and quality of the local groundwater resources is expected to be minor."

- 59 With the recent drought, and reports from state officials that the groundwater levels have been dropping steadily since 1944 (according to U.S. Geological Survey), don't you think that any increased water use should be considered significant? Will additional studies be conducted in this area, using more up-to-date data? Will you compensate farmers who will no longer be able to pump water to irrigate their crops? What will you use the extra water for?

- 9 -

DOCUMENT 50

GEOLOGY AND SOILS

Page 4.8-30: "...the New Madrid Seismic Province is located approximately 150 miles northeast of the installation, and it is likely that Little Rock Air Force Base would be subject to strong ground motion from a large earthquake associated with the New Madrid Seismic Province."

- 62 | -What would be the effects as a result of an earthquake on
63 | the garrison? Should a quake occur, what safeguards will
64 | protect the public from radioactive material and other
65 | hazardous materials? A quake could, a. probably will,
66 | damage the rails even if the garrison rail line is
67 | employed will you then decide to launch from the garrison
68 | site should you receive the order to launch? What are the impacts
69 | of a missile launch at the garrison site? What if the missile
70 | fails to fire, or if the rocket does ignite, straps off
71 | course? And even if the rails are not damaged, would you
72 | launch from the garrison site anyway (upon orders)?

SAFETY CONSIDERATIONS

Page 4.9: "...to train and develop personnel
local, state, and Federal agencies with these efforts."

- 66 | -What training will be given to local and state agencies?
67 | Will all local agencies, i.e., statewide public health and
68 | safety offices, be given the necessary training? Will
69 | you pay for this training? What if the public needs to
70 | be evacuated for any reason, will you pay? What would be
71 | the impacts of evacuations on the local economy? How will
72 | you compensate for loss of business or income? Will you
73 | control the spread of potential nuclear material contamination
74 | should the aircraft crash on off, dropping nuclear material,
75 | such that the public is exposed or exposed to. Will you pay
76 | for current and future medical bills? Will the civilian
77 | employees and public be given no training in hazardous incident
78 | response?

DOCUMENT 50

SAFETY FRAMEWORK OF RAIL SYSTEMS

Page 5-6: "The Peacekeeper Rail Garrison Program will comply with these standards, principles, and practices."

- 70 | -In a national emergency, will the civilian pilots be
71 | overruled on rail safety matters and operating practices?
72 | Who will monitor the trains during normal operating
73 | conditions? Will you submit to any rules or judgement
74 | against you on rail practices or rule/law infractions?

POTENTIAL SYSTEM HAZARDS

Page 5.7: "These hazards could be between trains
and other vehicles are the most likely causes of death
and injury."

- 73 | Here in Arkansas, what are the chances of a collision of this
74 | type happening? Have you looked at this problem on a state
75 | by state basis?

Page 5.8: "...intensive training and qualification
of the operating train..."

- 74 | -What are the details of the training to be given? Will
75 | trainees drive the train? Who will design and develop
76 | these courses? What retraining requirements will there
77 | be? How often will new personnel come on board? How
78 | long will it take these personnel to be fully qualified?
79 | Will you train civilian employees and train crewmembers?

HAZARDOUS MATERIALS

- 75 | -List all hazardous materials to be used or generated by
76 | the rail garrison. This will include the solid fuel
77 | components, liquid fuel components, oxidizer material,
78 | lubricants, fuels, solvents, nuclear material, non-
79 | nuclear material used in the warhead such as explosives

DOCUMENT 50

- 75 | and the components of the high explosive materials. Paints,
76 | and solvents to be used should be included. Will the local
77 | public safety and health officials receive the Material
78 | Safety Data Sheets for these substances?

NATURAL HAZARDS

- 77 | -If a blizzard stops the train, will an explosive hazard
78 | zone be established? How will you do this? Will you re-
79 | locate any of the local population that falls in this zone?
80 | Will you compensate businesses or farmers for loss of income?
81 | What about a tornado or hurricane? Will this affect the
82 | movement of the rail garrison? Will you establish zones
83 | in these areas? Will you have structures addressed?
84 | (Dikes, levees, etc.) Will you have structures addressed?
85 | How will a plane crash affect the rail line? Will you have
86 | the train stopped?

MISAPPROPRIATE INVOLVING LIQUID FUELS

- 80 | -What is the Environmental impact of fuel leakage during
81 | refueling or maintenance? What are the chances of an
82 | accident during maintenance?

CONSEQUENCES OF NITROGEN SPILL

Page 5.34: "The 4.5% reacts with water forming
nitric acid, which is both toxic and corrosive..."

- 82 | -How will you control runoff of spilled material to the
83 | environment? Water is incompatible with many of the nitro-
84 | components, what will you do for fire fighting or spill
85 | control? If this material enters the local creeks and
86 | rivers, how will this affect the wildlife? Will you have
87 | this problem?

INCIDENTS INVOLVING NUCLEAR MATERIAL

Page 5.35: "There is virtually no possibility of
a nuclear detonation in any potential mishap."

DOCUMENT 50

- 85 | -What are the chances of a high explosive detonation? What
86 | are the toxicological effects of the non-nuclear materials
87 | in the warhead?

EMERGENCY RESPONSE

Page 5.40: "A larger security perimeter would be
established by local authorities to protect the
public from risks such as fires, explosion, and
radiation and to protect the mishap site from
disturbance until investigation and cleanup are
complete."

- 86 | -If as you say, most operations will be in rural areas,
87 | will local law enforcement agencies be able to handle the
88 | security required? When and how will they be trained?
89 | Who will train them? What kind of training will they receive?
90 | Who will pay for this training? Who will pay for the use
91 | of these officials in an emergency? What if other problems
92 | arise, such as a crime, riots, etc., how will all these
93 | problems be handled?

APPENDIX A, MITIGATION

-All agencies who could contribute to hazard mitigation,
or proper operation of the rail garrison, should contribute
to the EIC. It is not enough to second guess what they
may be able to do, or what kind or support they will
give the garrison. They need to state, writing as you do
in the EIC what exactly they will do.

If we had an adequate amount of time to fill, study, this document
I'm sure we could find additional problems and concerns that
the Air Force has not completely addressed or mentioned at all.
However, we do have questions that we feel are important and
could like to see addressed and answered in the Final Environmental
Impact Statement.

DOCUMENT 50

DOCUMENT 50

88 Will you conduct studies on the air, ground, water, animal and plant life at all proposed sites to establish baseline data for such chemicals such as nitrogen, nitrite, nitrous acid, ammonia, sulfide, sulfites, methane, organic halogen, and chloroform?

89 Will the Air Force perform continuous monitoring at all sites to look for changes and trends in chemical baseline data?

90 Will you conduct studies on the air, ground, water, animal and plant life at all proposed sites to establish baseline data on natural and man-made sources of radiation and radioactive elements such as Radium, Strontium 90, Cesium, Iodine, Potassium and Tritium?

Will the Air Force perform continuous monitoring at all sites to look for changes and trends in this baseline data?

91 Will baseline data and continuous trend monitoring be conducted at all site for gross alpha and beta radiation emissions from natural and man-made sources?

92 Will you establish continuous monitoring at all sites for oil and grease contamination of the system and water?

93 Will you set maximum limits on these chemicals, elements and materials? What will the environmental impacts be of exceeding any limits you set?

94 Will you monitor the workplace and surrounding environment for Beryllium and Beryllium compound contamination? What are the environmental impacts of exceeding established limits? Will you also monitor for Chloroform, for Hydrazine? Will you set limits for these compounds? What are the impacts of exceeding these limits?

95 During cleanup activities at the sites, medical, sewer, sewage, stormwater, and other waste, will you monitor the environment for toxic pollutants? For formalin and other materials?

Railroad accidents are a fact of life, not only those at railroad crossroads, but accidents involving extremely flammable materials. One of the worst is LP Gas, which if involved in an accident can cause what is known as a Boiling Liquid-Expanding Vapor Explosion, an accident that can literally level city blocks. Should an accident of this type occur with one of the MX trains nearby, could the missile cars withstand the force of the LP Gas explosion and resulting fire? Could the heat from such a fire cause the rockets solid or liquid fuel to ignite? What would be the environmental impacts of such a combined disaster? How could firefighters cope with such a problem of that magnitude? Will you place LP Gas tank cars or any other type of rail cars carrying hazardous materials in an "X" train to make it look "real"? Even though you can do preventative maintenance of the Garrison rail yard, will that extra maintenance be performed on the other rail cars you may place in it?

Recent news reports have disclosed that Air Force pilots have been allowed to use drugs, specifically, Valium and Demoral, to help them stay alert on certain flights, then help them sleep afterwards. Will the Garrison train crew also be allowed to take drugs during the dispersal phase, how many are of a narcotic? Further "winterized tendons". Will you allow the use of these drugs to keep the missile and train crew alert? How often will the crews be relieved? How will this be accomplished when the Garrison is dispersed?

On January 24th, 1976, the Soviet satellite Cosmos-950 entered the earth's atmosphere over Canada, dispersing its Uranium core in the air and on the ground. Five years later, Cosmos-950 fell into the South Atlantic, again releasing its radioactive core into the air and water. The contamination from these two satellites is still present to this day. With this in mind, plus the fact that the Air Force had had two nuclear weapons accidents that we know of, one of which resulted in an explosion of the high explosive material in the warhead, dispersing nuclear materials, how can you plan for

DOCUMENT 50

DOCUMENT 51

101 sur that you will be able to cleanup any contamination from accidents involving a nuclear warhead? How would you attempt to cleanup the accident? Can any radioactive materials or contamination enter the food chain? Besides being radioactive, Plutonium is highly toxic, what is the toxicological effects of ingesting or inhaling this material? What is the half-life of this and other nuclear material in the warhead? What elements will the nuclear materials decay to? Will these daughter products be toxic also?

LOCATION Little Rock Air Force Base

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I whole heartedly support the program to bring the U.S. Air Force Peacekeeper Rail Garrison program to the Little Rock Air Force Base

George Shaw 706 Holly Hill, Shawnee, Mo. 64156

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 52

LOCATION Lt. Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1/ We are for the Rhone program

Name Major A. Miller Street Address 6812 Sycamore City Wichita State Kan
Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 53



• DOWNTOWN 118 N. HOLDEN • NORTH 615 N. MACUIRE WARRENSBURG, MO 64083
• CHILHOWEE FACILITY 100 E. WALNUT CHILHOWEE, MO 64733

August 1, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Re: Peacekeeper Rail Garrison Program

Gentlemen:

I've been a resident of Warrensburg since 1949. The presence of Whiteman AFB has always been a part of my life. While the military operations at Whiteman AFB have changed over the years, it has always supplied employment and stability to the Warrensburg/Johnson County economy. I wholeheartedly endorse the additional military activity connected with the Peacekeeper Rail Garrison Program.

The economic impact of the Peacekeeper Rail Garrison Program, and the additional diversification of people coming from various parts of the United States to serve the new mission, would be a benefit to Warrensburg, Johnson County, and the surrounding area.

I wish to go on record as supporting the deployment of the Peacekeeper Rail Garrison Program at Whiteman AFB, and pledge my personal effort and services of Citizens Bank to assist the Air Force and the personnel in making the deployment as comfortable and efficient as possible.

Yours very truly,

Lynd A. Harmon
Lynd A. Harmon
President

LAR/kl

TELEPHONE (816) 747-7141
CHILHOWEE FACILITY (816) 678-3131 / WARRENSBURG EXCHANGE 747-3623

DOCUMENT 54

LOCATION Warrensburg, Mo.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

My father was a career man in the Air Force and a part of the occupation of Japan from 1948 until 1951. As a young child I knew that something uniquely horrifying had happened in that country, and I knew it had to do with a bomb. The adults, however, rarely discussed it, and so with a child's curiosity and terror stricken need to know I went to the base library in Nagoya and found John Hersey's book Hiroshima. From that time until the present I have lived in anguish, always haunted by the specter of the consequences of the bombing of Hiroshima and Nagasaki as well as potential consequences if a similar weapon might once more be employed. This long journey with the bomb has brought me to two conclusions which arise from my faith commitment which views the nuclear situation in the light of Hebrew Scripture and the Gospels: While I love my nation, its people, my family, my church, there is NOTHING I value so highly that I can consent to the murder of millions of persons and the destruction of our earth. Secondly, the entire nuclear concept is based on what I call "the nuclear lie" which maintains that human security can be based on the possibility of human extinction. It is my belief that these two stances are consonant with the Gospel message that gives me the courage to speak and act in ways which are often counter to the prevailing notion that self-preservation permits the use of extraordinarily destructive means. As one who has felt led to take a vow of non-violence, I believe I must peacefully and lovingly work toward the removal of all nuclear weapons until the time of my own death. Let us all keep each other in thought and prayer. Thank you for this opportunity to speak.

Name James M. Dover Street Address 4101 N. Tracy City Kansas State MO
Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 55

LOCATION Whiteman AFB, MOCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I have attended both hearings which have been held at Warrensburg, MO and checked on the impact statement and found nothing which would deter the deployment of the Rail Garrison Peacekeeper in this area. I can see no adverse effect on the environment which cannot be controlled and I believe that the central location of Whiteman makes it an ideal location for the deployment of the system and certainly complements the other defense systems already in place and under construction.

Woodrow W. Kurth, Mayor, 618 Main, Colcordia, MO 64020
Name Woodrow W. Kurth Street Address 618 Main City Colcordia State MO
Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 56

5380 Sunnycrest
W. Bloomfield, MI 48033
August 2, 1988

Lt. Col. Peter Walsh
AFRC-BMS-DEV
Norton AFB, CA
92409-8884

Dear Lt. Col. Walsh,

I protest the plan to place any MX in garrisons at Wurtsmith Air Force Base in Oscoda, MI. Certainly I do not want to see these missiles placed on trains to be shipped about the state on commercial tracks. Their presence would increase the always present danger of sabotage, terrorism, or accident. This proposal has a very negative impact on the environment.

The present international situation gives great hope that the United States and the Soviet Union can reach additional agreements regarding arms control. There is no need to increase our capacity to retaliate. We have bombers, missiles, and submarines with nuclear warheads. We have more than enough to blow up every Soviet missile and city several times over - and they can never be used because they would destroy the civilized (?) world. We must lessen the need for nuclear defense rather than increase the weapons.

Sincerely,

Jean S. Froloppow
Jean S. Froloppow

cc: Rep. Wm. S. Broomfield, 18th District
Sen. Donald Riegle
Sen. Carl Levin

DOCUMENT 57

LOCATION

WARRENSBURG, MISSOURI

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Lt. Col. Peter Walsh,

Please find enclosed:

"Taking a Walk in Peace"
"The Challenge of Peace"
- Wm. John M. Klotz, statement
- 4 pages etc.

- International Task Force for
Peace in the Middle East

The United Nations Charter
After signing it, we
of the United States of America
agree that nuclear war
cannot be won and
prevents us from justifying it.
It is a crime against
humanity to develop or
deploy them.

Kansas City, Missouri 64009

Name: John M. Klotz
Street Address: 901 E. Linwood - Apt. 24
City: Kansas City, MO
State: MO
Zip: 64009
Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Please hand this form in or mail to:
(86) 931-2027

DOCUMENT 57

901 E. Linwood - Apt. 24
Kansas City, Missouri
July 29, 1986

Assistant Commissioner (Compliance)
Internal Revenue Service
Department of the Treasury
15th St. and Pennsylvania Ave., N. W.
Washington, D. C. 20220

Dear sir:

My name is John Melvin Klotz and my social security number is 469-52-1525. I can no longer in good conscience pay the taxes which continue the production and deployment of nuclear weapons; subvert or help to violently overthrow the governments of other nation states; maintain registration for military conscription outside a declared national emergency and that for a conscription which conscripts into civilian "service" and service in the regular armed forces of the United States rather than only into the militia of the home state of each conscript.

If the Internal Revenue Service will direct my employers to cease withholding my federal taxes only (not my social security tax which I want withheld) I hereby agree to place the amount of federal tax being withheld at the present time each paycheck into a legal escrow account at Laurel American Bank of Kansas City, Missouri. I will continue, under this condition only, to file my Internal Revenue Service documents (including income tax forms) annually. I will further add to the escrow account the full amount of any federal tax owed at the end of the year but will not withdraw any excess federal tax withheld.

If the Internal Revenue Service continues to withhold federal tax monies from each paycheck, however, please take notice as of the date of this letter that I will be forced to refuse all cooperation with the Internal Revenue Service as well as the revenue service of my state of residence.

In the case that I am allowed to keep my federal tax withholding amount in escrow and in the case that I refuse all cooperation I will continue to hold federal tax withholding monies in escrow or to refuse all cooperation until:

- the United States ceases all production and deployment of nuclear weapons
- the United States ceases to subvert or help to violently overthrow the governments of other nation states
- the United States ceases to maintain registration of military conscription outside a declared national emergency
- the United States ceases forever from using conscripts outside the militia of said conscripts home state or (when in federal service in said militia) outside the territory of the United States under any conditions - even war.

I enclose a leaflet including a "registration" form for tax refusals and a letter the editor published in the Kansas City Star, June 27, 1986, in which I publicly declare my support for the Citizens' Tax Moratorium. My participation has been totally spelled out in this letter.

John M. Klotz
S. S. #49-52-1525

DOCUMENT 57

John M. Klotz/Saturday, June 27, 1987

Jehovah's Witnesses featured El Salvador in their 1981 YEARBOOK.

The reason can be found in these selected lines:

Jorge and Eugenio Vasquez . . . Monday, December 17, 1979 . . . the hacienda was taken over by farmers backed by a group of guerrilla fighters. . . the following morning armed forces arrived with soldiers and tanks, and the rebel forces were asked to surrender. . . when the request was answered with gunfire, the armed forces opened fire.

The battle lasted two and a half hours, turning the hacienda into a place of devastation. Bodies of young and old were scattered about like leaves on the ground. Our two brothers were among the dead. Those who survived later told how they refused to take up arms and had insisted on complete neutrality. For this they were labeled cowards and sent into the zone where the action was the heaviest.

The husbands and wives and friends of the victims had no idea of what had happened to their loved ones. Rumors began to circulate that they were all dumped into a common grave. Ten days later 26 bodies were found under a mound of earth. They were unrecognizable. After hours of searching, the bodies of Jorge and Eugenio were found . . .

In 1977 the island peasant community of Solentiname in Lake

Nicaragua was destroyed by state police under Bonozio Ernesto

Cardenal, a fellow Catholic priest and friend of Daniel Berrigan,

helped found it and when it was destroyed he joined Frente Sandinista.

Berrigan wrote this to his friend in an "open letter" in 1978:

. . . in this bloody century, religion has little to offer, little that is not contaminated or broken or in bad faith. But one thing we have: our refusal to take up bombs or guns, aimed at the flesh of brothers and sisters . . . refusing the enticements pushed at us by warmaking state or warlike church. This is a long loneliness, and a thankless one. One says "no" when every ache of the heart would say "yes." We, too, long for a community on the land, heartening liturgies, our own turf, the arts, a place where some ecology can heal us. And the big boot comes down. It destroys everything we have built. And we recoil. Perhaps in shock, perhaps in a change of heart, we begin to sever on our tongues a language that is current all around us: phrases like "legitimate violence," "limited retaliation," "killing for the love of the kingdom." . . . we have crossed over. We are now in an army, like the pope's army, or Luther's, or the crusaders, or the Muslims. We have disappeared into this world. . . If we cannot easily handle both gospel and gun, we drop the gospel, an impediment . . .

And our weapons? They are contaminated in what they do, and condemned in what they cannot do. There is blood on them, as on our hands. And like these bloody hands, they can no longer bear injustice or succor the homeless.

DOCUMENT 57

May 28, 1986

Editor
Eagle-Beacon
Wichita, Ks.

It does not take majorities to move governments; it takes committed minorities. Women could not have achieved voting rights without some pioneers going to jail. Unions were once illegal and persecuted; they could not have gotten justice for workers without the power of the strike. Gandhi could not have liberated India without a Salt March and textile boycott. Martin Luther King Jr. could not have won civil rights legislation without a bus boycott and lunch counter sit-ins.

To think that saving our world from nuclear annihilation is going to require less of us is ostrich-like foolishness. And to think that we can protest effectively while continuing to pay the Government whose policies we know are so viciously destructive is a tragic and costly self-deception.

If one million Americans write letters, vote, or march tomorrow, that can and will be ignored. If one million Americans refuse to pay their taxes, that will be the end of the arms race.

If each member of Congress heard from 1,000 constituent taxpayers that they were going to cease payment until the United States stops driving the arms race and leaves Central America in peace, I think we would see some votes change. It's up to us. If our days are already shortened, if our children look to us to win them a future, if we really want to save our world, can we—in conscience—do less?

The Citizens' Tax Moratorium (CTM) is a nationwide network of people who after measuring the magnitude of the evil toward which the present regime is leading us (destruction of humanity and enslavement of Central Americans) and after attempting all other peaceful means for change, find it justified to threaten the revenue base of our Government. CTM is a network of potential war tax refusers (wtr's) coordinated by a quarterly newsletter published in Los Angeles.

We who are members of CTM are seeking to go beyond symbolic resistance by registering 1000 potential wtr's in each Congressional District, a total of 435,000 people. We are doing this on the assumption that if there were 435,000 potential wtr's, we could, when we chose, effectively demand a reconsideration by Congress of how our tax monies are being spent. This is because the IRS would not have the capacity to audit and otherwise enforce tax payment of all those who in company with the 435,000 would be refusing to pay.

We who belong to CTM believe that the power of potential wtr's in union can be more effective than all the trials and struggles of individual actual wtr's, brave and necessary as they may have been. Potential wtr's may never have to begin a "taxpayers' moratorium." That's the power of the strike—sometimes it has to be used; if you are strong enough it doesn't.

We are asking those who believe that mass tax refusal could change our government policies to organize small informal groups within this District to register potential wtr's and to discuss how and when to threaten a tax moratorium. Without disclosing whether or not they are current wtr's, and without pressure to do so before any individual is ready, we are asking these groups to network with others in this District and attempt to increase our combined membership to the 1000 mark.

If you are impressed with our purpose and program and want to know how you can help, write Citizens' Tax Moratorium, P.O. Box 20341, Wichita, Ks. 67208.

DOCUMENT 57

The Kansas City Star, Friday, June 27, 1986

CITIZENS' TAX MORATORIUM (For Nuclear Deterrence?)

Ray Anderson
P. O. Box 20341
Wichita, Kansas 67208
(316) 686-7100

Joel O. Taunton
P. O. Box 83489
Los Angeles, California 90083
(213) 394-4054

John M. Klotz
901 E. Linwood
Kansas City, Missouri 64109
(816) 931-2027

(as of June 25, 1988)

Nuclear utility

Now is the time to urge your representatives in Congress to support the Strategic Arms Limitation Treaty. Ban Atomic Energy E. Korten, retired, is Military Power in a Free Society editor. The political strategic utility of the actual use of nuclear weapons makes it imperative to control and limit the production and development of such weapons.

My friends in the organized movement against all nuclear weapons have gone on trial in Kansas City. They gave up hope in Congress and their fellow citizens and transported at a nearby site at Whiteman Air Force Base. I have not given up hope in Congress or my fellow citizens and support the CTM.

John M. Klotz

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DOCUMENT 58

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1. Continuously expand the Rail Garrison
2. Do not expand beyond

Name Joanette Harris Street Address 18420 Pleasant Rd. W. L.R. Ar City 72116 State 72116

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 59

LOCATION Little Rock AFBCOMMENT SHEET
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1. Expand on if this is something for real
2. Don't offer to then present hearing here

Name Alton Hardy Street Address 6007 W. Woodrow Hwyway Dr 72116 City 72116 State 72116

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock AFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Dear Sirs
We strongly support the positioning of the MX Missile Rail Garrison here at Little Rock. The base is large, & designed to accommodate many more active duty personnel than are currently stationed here. The work ethic is strong, the quality of life is excellent, and the attitude toward the military presence is very supportive.

Sincerely,

Sandy Baker 16 Dovecote Ct. Shallowford, Ar. 72116
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 We strongly support the Rail Garrison MX Missile coming to the L.R.A.F. Base

Vera Begeman 907 W. 55th N. L.R. Ar 72118
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 4, 1988

To Whom It May Concern

1 The West Plains Association of Cities wishes to go on record as supporting the results of the Rail Garrison Environmental Impact Study. It is our belief that the report is environmentally and economically balanced reflecting a fair and accurate report of the facts.

Sincerely,

Al Ogdon
Al Ogdon
Mayor, City of Cheney
Chair, West Plains Association

/ds

LOCATION WinningCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 You have outlined many practical considerations in my opinion they all make the mark. They are not grounded in an idealistic consideration. It is not logical to spend so much money, resources, time in a project which ultimately does not keep peace but sets human development and the environment of money, resources, and time. It is a project that prevents death, not life. The wariness with which the 31st MX option is presented, frightens me. I plead with the Air Force, dedicate the people that you are to work for peace, not by dividing nations against nations, but by building trust among peoples and nations, so that we all can live peacefully on this globe and together develop, not destroy, the environment we call earth.

Clendine Schmitt, 4501 NW 78th Tr. #136, K.C. Mo. 64151
Name Street Address City State

Please hand this form in or mail to:
by August 31

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 64

A STATEMENT FROM HENRY COUNTY ECONOMIC DEVELOPMENT COUNCIL
REGARDING
RAIL GARRISON PEACEKEEPER NETWORK
PRESENTED TO
RAIL GARRISON ENVIRONMENTAL IMPACT HEARING
HIGH SCHOOL, WARRENSBURG, MISSOURI
AUGUST 3, 1988

My name is Lyle Cummings, 1104 S. 7th, Clinton, MO. I am currently the chairman of Henry County Economic Development Council. The council membership is made up of a cross section of elected city-county officials, industry, business, and private citizens.

Our purpose is to work for Economic Growth in the Henry County area. We are recognized as an E.D.A. County by the Federal Economic Development Administration.

My appearance on their behalf is to show support of the proposed Rail Garrison location at Whiteman Air Force Base.

We further support the railroad spur concept as a 2nd connection as noted in 4. 11. 14 "Environmental Concerns associated with a future second rail connection."

An inquiry was made to a qualified person regarding the environmental impact and no significant problems are foreseen in changes of wetlands.

Since 1960, Henry County residents have worked and lived among the Whiteman Air Force base missile installations with no major objections from our local populace.

The Rail Garrison being based on Whiteman Air Base for the above reasons would not, in our opinion, be objectionable.

The "Rail Garrison" installation at Whiteman Air Force Base would also enhance our economic base here in Henry County, particularly the North East quadrant. The city of Windsor is located in the North East quadrant. Only 14.5 miles of new construction would give an exit route to Missouri-Kansas-Texas railroad, away from large metro areas.

Lyle Cummings

DOCUMENT 65

LOCATION Warrensburg, MO

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I would like first of all to state that I am a resident of Warrensburg, MO. I am a member of the Henry County Economic Development Council. As I mentioned at the April 2nd hearing, many of us have travelled great distances by car, spending hours of time & leaving work & other obligations just to testify at the one available hearing. If the Air Force would truly like a range of opinions & comment on the EIS, there must be hearings in several localities across the state.

On a more practical level, I feel the DEIS fails to address the economic impacts to tourism should the "significant" habitat destruction occur over a "long duration" to the area (See 4.11.6.3). This is above & beyond the simple environmental costs to several endangered species.
(Please see other notes)

Philip J. McNally, 1451 E. Grand, Springfield, MO 65804

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 65

3 Finally, I would like to address the possibility of your outlining the consideration of the impacts of a First Strike. This follows the logic of deterrence as a deterrent but not for use. In fact, you are constantly threatening use. Thus, you must in fact consider the environmental impacts of their use.

DOCUMENT 66

COMMENTS
FOR
PUBLIC HEARING
PEACEKEEPER MISSILE RAIL GARRISON

I am Edwin J. Denman, Mayor, City of Clinton, Missouri located approximately Thirty-seven (37) miles southwesterly from Whiteman Air Force Base and within the confines of the area currently supporting the mission of the 351st Strategic Missile Wing.

Since the inception as a Military facility engaged in securing the Peace of our Nation, State and surrounding communities, it has provided a positive economic impact thereby enhancing growth in the area. Our residents have had full knowledge of the Mission of the 351st and have peacefully co-existed with the Deterring Forces.

The City of Clinton and Henry County, Missouri have a vital interest in the future, not only of our domain, but the surrounding communities as well. In addition to the current mission of the 351st Strategic Missile Wing and its positive economic impact from expenditures by Air Force personnel and the future Advanced Technology Bomber basing with its positive potential, we feel that the proposed Peacekeeper Missile Rail Garrison would be an added asset for the total community.

The Military personnel have been and will continue as Good Neighbors. Not only that aspect has been considered, but we readily recognize that it will be good for an economy that has suffered tremendously over the past few years due to the sagging Agricultural economy and decline in farming efforts. Expenditures brought about by basing the Rail Garrison in the area would have an affect on not only the communities contiguous to WAFB but to a wide area around it.

The Clinton City Council, on behalf of its constituents, has gone on record in support of the proposed Rail Garrison basing at Whiteman

DOCUMENT 66

Air Force Base as evidenced by adoption of a supporting Resolution (copy attached) affirming that position. A similar action was taken and our position presented during a previous hearing 7 April 1988. We are cognizant of the great contributions that military personnel make in the area. They are readily accepted and encourage to interact in community programs and efforts.

It is the considered opinion that, through the present efforts of the Whiteman Area Steering Council, the increased activities that may be brought about by locating the Rail Garrison at WAFB can be adequately, expeditiously and effectively dealt with to the positive benefit of all. We stand ready to do our part to absorb the problems as well as the benefits.

In summary, the City of Clinton wholeheartedly supports the concept of basing the Peacekeeper Missile Garrison as an additional Mission for Whiteman Air Force Base. We will continue to strive to maintain cooperative and coordinated efforts of the Military community to minimize the obstacles in this undertaking which will act as a catalyst to overcome our struggling with an already depressed agricultural economy.

In reiteration, the citizens of Clinton do actively support the efforts to designate Whiteman Air Force Base as a Peacekeeper Rail Garrison and give assurance of cooperation, coordination and open communication to this effort.

On behalf of the Citizens of Clinton, I wish to thank you for this opportunity to speak in support of the Military community.

Respectfully Submitted,

EDWIN J. DENHAM
Mayor

Attachment

DOCUMENT 66

RESOLUTION NO. 28-88

WHEREAS, Whiteman Air Force Base is being considered as a possible site for basing the Peacekeeper Rail Garrison; and

WHEREAS, the location of Whiteman Air Force Base, approximately thirty-seven (37) miles northeasterly from the City of Clinton, Missouri, represents a force of influence on the local economy; and

WHEREAS, for the past approximately twenty (20) years the City of Clinton and surrounding communities have supported the Mission of the United States Air Force and Whiteman Air Force Base, during which time the area has experienced no adverse circumstances; and

WHEREAS, personnel assigned to Whiteman Air Force Base have maintained excellent community relations and participated in community projects and have been supportive of the area; and,

WHEREAS, the designation of Whiteman Air Force Base as a Peacekeeper Rail Garrison would have a positive economic impact on the City of Clinton and surrounding communities within a fifty-mile radius of the Base.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLINTON, HENRY COUNTY, MISSOURI:

THAT, the citizens, through the City Council, actively support the efforts to designate, as an additional Mission, Whiteman Air Force Base to serve as a site for the Peacekeeper Rail Garrison; and further

THAT, the increased activity brought about by such designation is welcomed as a positive community impact and cooperation in the resolution of many facets of such designation is pledged; and further

THAT, the City of Clinton will strive to maintain the cooperative and coordinated efforts of the Military to minimize the obstacles in this undertaking; and further

THAT, the basing of the Peacekeeper Rail Garrison is regarded as having a positive economic impact on an area that

DOCUMENT 66

is struggling with the depressed agricultural economy in the area and throughout the State.

ADOPTED THIS 2ND DAY OF AUGUST, 1988.

Edwin J. Denham
EDWIN J. DENHAM
Mayor

ATTEST:

Susan J. Shields
SUSAN J. SHIELDS
City Clerk

I, Susan J. Shields, City Clerk for the City of Clinton, Missouri, do hereby certify that the foregoing instrument is a true and correct as it appears on the official records for the City of Clinton, Henry County, Missouri.

Witnesseth my hand and seal this 3rd day of August, 1988.

Susan J. Shields
SUSAN J. SHIELDS
City Clerk

DOCUMENT 67

AMERICAN FRIENDS SERVICE COMMITTEE



KANSAS CITY PROGRAM COMMITTEE
6405 Gillham Road, Kansas City, MO. 64111
816/931-5254

HEARING ON DEPLOYMENT OF MX MISSILES IN THE RAIL GARRISON MODE

WARRENSBURG, MISSOURI

August 3, 1988

The Kansas City Office of the American Friends Service Committee is concerned that the deployment of MX Missiles in the Rail Garrison Mode as proposed by the Air Force will further target Mid-western populations for Soviet Nuclear attack.

A July 10th Kansas City Star article stated that the Metropolitan area is currently targeted by no less than five Soviet nuclear warheads; this because military bases, defense contractors, 1,000 missiles in 200 silos and communications/transportation networks are located within the extended Kansas City region.

The focus of this article was civil defense in Kansas City. The director of the Kansas City Emergency Management Administration characterized the civil defense program as "in disarray." This "disarray" can be found in civil defense programs throughout the United States.

Given the lack of preparedness of our area civil defense office, it is difficult to imagine the Air Force as actually contemplating the MX Rail Garrison, which will make the Midwest an even more likely target. The deployment sites, as well as the surrounding areas in which the missile's trains would patrol, would become targets for "barrage" attacks as the Soviets saturate the area with nuclear warheads.

According to the Report of the Panel on ICBM Modernization to the Committee on Armed Services of the United States House of Representatives Subcommittees on Research and Development and Procurement and Military and Procurement Systems (March 21, 1988), the purpose of the rail garrison basing mode of the MX missile is to reduce "the vulnerability of the land-based element of the nation's nuclear deterrent."

This report goes on to state the "rail garrison trains will disperse across the U.S. rail network, becoming 'lost' among day-to-day rail traffic." In order to become "lost" the train would have to at least pass through major civilian rail yards. It is reasonable to assume that "becoming lost" would at times actually require the trains to stop for periods of times in civilian rail yards or residential areas.

Page Two
MX Rail Hearings

The Report of the Panel further states that the trains would actually be under "the direction of the civilian rail transportation system." Later in the report concern is expressed over the reaction of a number of local communities through which the trains will pass, particularly those that have adopted "nuclear free zone" ordinances.

All of this clearly indicates that in times of international crisis the Air Force intends to make the MX missile system less vulnerable to a Soviet military attack by dispersing the rail based missiles to areas where civilian persons live and work. This represents a clear use of civilians to render weapons immune to military operations.

Shielding weapons of mass destruction by transporting them to civilian areas is a clear violation of Article 28 of the 1949 Geneva Convention. The only purposes that could be served by moving the MX missiles off a military base and onto the civilian rail system are to confuse the Soviets about the location of the missiles and to inhibit a Soviet preemptive attack on the missiles by placing them within civilian areas.

In both cases the intent is to make our weapons less susceptible to Soviet attack. Both the intent and the effect of the rail garrison basing mode is a violation of the spirit and letter of a treaty that the United States is sworn to uphold. It will amount to use of the civilian population to protect the U.S. arsenal from military operations.

While we are very concerned over this specific proposal to violate a provision of the Geneva Conventions, we are aware that this is merely the latest instance of U.S. willingness to set aside treaties if they hamper the development of new weapons systems. In recent years the Reagan Administration has publicly announced its intention to violate the terms of the SALT II treaty in order to deploy the new Trident II missiles and to violate the ABM Treaty in order to proceed with its Strategic Defense Initiative.

We believe that arms control treaties and a process toward incremental bilateral nuclear disarmament are the only way to provide security in the nuclear age. Therefore, we are deeply concerned that this new armament proposal not only represents a further escalation of the arms race, but also an attack on a treaty to which the United States is a party and a destabilization of the START talks. The Rail Garrison is inconsistent with the U.S. negotiating position.

The deployment of the MX missile in Rail Garrison Mode will decrease our national security. It is just one more scheme to deploy a new weapon system that will result in additional Soviet weapons deployment. It will also further erode international confidence in the United States as a nation who is willing to live by the treaties it signs. The erosion of a climate of international confidence is a treaty compliance is a major threat to our national security.

Much has been made of the need to modernize our nuclear weapon systems. I suggest that what we need to "modernize" is our genuine pursuit of policies to enhance our security through working for mutual, verifiable agreements to halt and reverse the arms race.

1. I am address the effect of deployment on civil defense as the MX-Rail is dispersed.

Submitted by
Gail Smith
Program Committee Member, Kansas City Office

LOCATION

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1. *God said, "Thou shalt not kill." Not - "Thou shalt not kill except if the other guys bomb you first, you are allowed to bomb them back before you die." No "Thou shalt not kill." Period. No nobody needs to prepare to kill.*

1. *We have a president who thinks (at best, he says he thinks) that Nicaragua is an immediate threat to the United States. If this rail MX had been ready sooner, he'd have had it by the time all the time. With people like Reagan, Secord,hardt, etc. etc. etc. establishing our foreign policy. I'm more afraid of "them" than "them". You keep talking about how safe this whole thing is during peacetime - only 5 accidents, etc. I keep wondering how safe it is during wartime.*

Name *Nora McHallen* Street Address *705 Broadway* City *Jefferson City* State *Mo.* 65101

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION *Warrensburg*

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1. *Since train tracks are so easy to relocate, why not put these weapons on tracks which could easily travel over most roads, thereby following alternative routes if roads are obstructed for any reason. Such tracks, it would seem to me, could much more easily than trains be concealed and widely deployed in various parts of the United States to NATO nations, with little or no environmental impact.*

Grant Brooks, P.O. Box 30177, Kansas City, MO 64112

Name *Grant Brooks* Street Address *P.O. Box 30177* City *Kansas City* State *MO* 64112

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

OFFICE OF THE COUNTY CLERK
WENDELL DAVIS, CLERK



COUNTY OF JOHNSON
WARRENSBURG, MISSOURI 64083

COUNTY COMMISSIONERS—
RAY MARING
Warrensburg
Presiding Commissioner
LELAND STEWART
Warrensburg
Commissioner Eastern District
GLEN GOODWIN
Camden
Commissioner Western District

The Johnson County Commission would like to go on record as supporting the "Rail Garrison Peacekeeper" network designation of Whiteman Air Force Base as one of the deployment bases for the Peacekeeper Rail Garrison system.

Logistics have always depended upon strategic locations. Whiteman Air Force Base is located centrally in the United States and therefore, its accessibility to points throughout the country should be considered as a positive factor.

1. The citizens of Johnson County have lived among Minuteman Missile Bases for years and are very aware of the importance of a strong military defense. Johnson Countians have always supported Whiteman Air Force Base's basic missions and have welcomed the base personnel into its communities. Many military families have returned to live in Johnson County after discharge. Businesses and local communities continue to welcome the added economy the base generates.

In conclusion, Johnson County views the deployment of Whiteman Air Force Base in the Peacekeeper Rail Garrison network as a very positive situation for the U.S. Government, Johnson and surrounding counties.

THE JOHNSON COUNTY COMMISSION

Ray Maring
Ray Maring, Presiding Commissioner

Glen Goodwin
Glen Goodwin, Western Commissioner

Leland Stewart
Leland Stewart, Eastern Commissioner

DOCUMENT 71

Statement presented at Rail Garrison Scoping Meeting, Warrensburg, MO,
August 3rd, 1988. By: Ben J. Mangina, Mayor, City of Windsor, MO 65360.

To: Director
Environmental Planning
AFMCE - BMS/DEW
Norton AFB,
San Bernardino, CA 92409-6448

Let the record show that the City of Windsor fully supports the basing of the Peacekeeper Rail Garrison System at Whiteman Air Force Base, Missouri. Our City, along with many of the other cities near and around the base, have for many, many years supported the various military missions assigned to the Base. Its present responsibility of maintaining and controlling 150 Minuteman II Missile sites is in every way compatible with accepting an additional missile mission.

There are other reasons, that are of a positive nature, for basing the Rail Garrison System on Whiteman Air Force Base. It is centrally located and readily accessible to the various modes of transportation, both East-West and North-South. This is especially true of the network of rail systems which would provide multiple opportunities of choice for deployment of the Peacekeeper Missile System.

The feasibility of adding the second rail connector, addressed in the Draft Environmental Impact Statement on page 4.11-46, would greatly enhance the exit opportunities of the Missile System from the Base Modes. A further appraisal of these opportunities are graphically portrayed on the National Rail Network on page 4.1-4 figure 4.1.2-1. No other base, being considered for this mission, can match these exit opportunities.

I have reviewed the Impact Charts on pages 5-40-41, Figures 5-33-34 and found that, in both the proposed and alternative action, with the exception of the land use and biological resources, the impacts on all other resources would not be significant.

Many of the military personnel and their families have, since the establishment of this base, elected to reside in the City of Windsor and the other communities surrounding this installation. They have not only contributed a service to this nation but also to the cities in which they live. They have been a definite asset to our cities.

Conversely, many of our citizens have been afforded the opportunity of employment at this installation thereby contributing to the economic well being of this area.

The Security of this Nation is the responsibility of every Citizen of these United States, not just the Military. It is in this spirit of common bond of

DOCUMENT 71

responsibility that we heartily support the basing of the Peacekeeper Rail Garrison System on Whiteman Air Force Base, Missouri.

Ben J. Mangina
Ben J. Mangina, Mayor
City of Windsor, MO 65360

Copy to: Col. Thomas E. Ruennig, Jr.
Commander, 351 Strategic Missile Wing
Whiteman AFB, MO 65305-5000

DOCUMENT 72

DOCUMENT 72

Aug.
2-1988

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR PEACEKEEPER RAIL GARRISON PROGRAM

Thank You *for Mr. Mangina's* Public Officials,
Commanders at Whiteman AFB and Ladies
and Gentlemen. I am *James E. Brown*
representing the Whiteman Committee
which is a committee with the stated
purpose: TO PROMOTE THE EXPANSION,
development and effectiveness of
Whiteman AFB.

It is an effort to respond to REMARKS
to the Public Hearing of the Filed Draft
Environmental Impact Statement
it must be said "THE DOCUMENT is
SECOND TO NONE." This Document provides
ANSWER with the totality of information
NEEDED TO MAKE AN ENLIGHTENED
DECISION of THE PEACEKEEPER RAIL
GARRISON PROGRAM. *By, W. J. Brown*
you AND YOUR ORGANIZATION *has recommended*
MUST BE LAUREL for your effectiveness
and of such a product.

The true responsibility of any society is
to provide security for THAT society...
that is what we are here tonight... in
an effort to assist in providing the
SECURITY to the citizens of THE UNITED
States of America.

THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
INDICATES ~~THAT~~ RESULTS in
SIGNIFICANT IMPACTS on TWO resources:
LAND USE AND BIOLOGICAL. The wetlands
and forest loss as DESCRIBED would be
MINIMAL in our opinion. REALITY that
SOME wild life would be DISPLACED, it is
ALSO a KNOWN FACT, that some of THE
wild life HABITATS in THESE wet lands
and forest AREAS cause severe limitations
to Aircraft Operations. The extreme
injection of FOREIGN OBJECT DAMAGE (FOD)
will become more significant as
INCREASED ALC operations are PUT INTO
PLACE at WAFB, therefore ~~the~~ the
POTENTIAL impact could be ADVANTAGEOUS
if the wild life were RELOCATED.
So the Reasoning of the Rail Garrison
Program could proceed.

2.

Your consideration on page 4.11-14, and in other locations through the IMPACT STATEMENT, entitled WITNESSES ARE OUTSTANDING. There ARE the types of considerations required by the communities in the Whitman RAC to feel comfortable with a new defensive system which will make the RAC Garrison Program effective.

Our communities and towns know they will NEED to change and become more effective to meet ~~the~~ the needs of RAC Garrison -- they ARE READY to DO JUST THAT.

The Impact Statement has provided AN ACCURATE AND FACTUAL view of the Socio Economics, UTILITIES, TRANSPORTATION, LAND USE, CULTURAL RESOURCES, BIOLOGICAL RESOURCES, WATER RESOURCES, ACOLOGY AND SOILS, AIR QUALITY, NOISE AND FINALLY A COMMITMENT to the concerns associated with a possible Second Rail Conversion.

4

THE PEOPLE OF MISSOURI have been on the CUTTING EDGE of National Defense SINCE 1942. MISSOURIANS ARE STRONG, RESILIENT, HARD WORKING AND BELIEVE in the FREEDOMS of FREE BALLOTING, PARTICIPATING in the ROLE of Strengthening Society and the Freedom to WORK as they CHOOSE. MISSOURIANS WANT TO

~~Participate in the~~
~~strengthening of the~~

continue to PARTICIPATE in the ROLE of ~~strengthening of the~~ provide some measure of National Defense AND the ~~strengthening of the~~ ALLOWING AMERICANS TO HAVE THE RIGHT TO SECURITY - FREE SPEECH, FREE WORSHIP and the Freedom of choice.

Through the Whitman Committee endorses the DRAFT ENVIRONMENTAL Impact STATEMENT for the PEACEKEEPER RAIL GARRISON PROGRAM. We STAND READY to support full scale production and the initial operations capability of this Program at Whitman AFB.

Thank You

EBERTING CHIROPRACTIC CENTER

LEWIS E. EBERTING, D.C.
ARTHUR L. EBERTING, D.C., F.I.A.C.A.

287 S. Main
P.O. Box 98
Clinton, Mo. 64735
(816) 885-3800

Strategic arms concerning thermo nuclear devices leads a controversial yet realistic role in the present day scenario of world peace. It would be ideal if by tomorrow everybody would come to the conclusion that our energy would be better spent if directed towards other objectives and the machines of war could be set aside. Yet realistically our nation does not exist in an eden, its neighbors are both friendly and unfriendly and the threat of losing our way of life becomes ever so close with the advancement of communism in South America, Europe and Asia. I am in support of the efforts of our armed forces in their attempts and successes in maintaining proper balance of world power in order to preserve world peace. The rail garrison and the stealth bomber programs are but a reflexion of our times. They are not a threat but a guarantee to our security and a promise that we shall not fall to the demise of those wanting what we have. Neither our nation, people or freedom are expendable entities, we must stand strong, ready and convincing to those who threaten us.

Arthur Eberting
Arthur Eberting D.C.

AE/j



TRUMAN AREA AUDIT BUREAU

August 3, 1988

P. O. BOX 157
CLINTON, MISSOURI 64735

United States Air Force
AFRC-BMS/DEV
Norton AFB, CA 92400-6448

RE: Peacekeeper Rail Garrison (ICBM)

As a former USAF weather observer at Whiteman AFB and in Vietnam, as well as an 18-year resident and businessman in Clinton, Missouri, I wholeheartedly endorse the Peacekeeper Rail Garrison concept and deployment at Whiteman AFB, Missouri.

In over twenty years in this area, and actively involved in all segments of community life, I have noted only positive support by the citizenry for the mission of the 351st SMW. The people of this area have a positive rapport with both the command and support forces that we meet in our daily lives.

The "Air Base - Community Council" concept has fostered a good environment and I am confident that the residents will continue to support this added mission should Whiteman AFB be selected.

In preparation for this letter, I spoke with Hon. Ike Skelton, MC 4th Congressional District, and a distinguished member of the House Armed Services Committee. Ike assured me that the people in the missile complex area never complain about the military mission, and he feels that a good relationship will continue with the Rail Garrison.

Additionally, selection of Whiteman will have a strong positive economic impact, as will the B-2 Stealth Bomber--in fact, it is already helping all the communities in the west central parts of Missouri.

Those that oppose this plan and implementation are, as you might assume, from outside the general area, and do so for their own personal reasons. They do not reflect the attitude of the local population.

In conclusion, I believe that those of us who "live with it" on a daily basis will welcome and support the Peacekeeper Rail Garrison as a vital and necessary deterrent in our defense system, not only here in Missouri, but throughout the United States as well.

Respectfully,

RJM/cjb
cc: Ike Skelton
Keep TAAB on your business

Robert J. Wilkins II
President
Phone (816) 885-6986

DOCUMENT 75

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

After reviewing your program, Laborers Local 1098 fully supports your Proposed Peacekeeper Rail Garrison Facilities at Wurtsmith AFB, Michigan.

Laborers Local 1098

John J. Smith 345 Morley Drive, Saginaw, MI 48601

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 76

LOCATION Jacksonville, FLCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

I Feel The Rail Garrison Program would be A Asset To The Area And would be welcome by The Citizens of VAX.

B.W. Borroughs 3000 N.E. 15th Ave, Jacksonville, FL 32206

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 77

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

After reviewing your program, I fully support your Proposed Peacekeeper Rail Garrison Facility at Wurtsmith AFB, Michigan

Eugene Barrette Box 251 Millersburg, MI 49759

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 78



August 3, 1988

ACTION REALTY COMPANY INC.
618 NORTH MAGUIRE - BOX 431 - WARRENSBURG, MISSOURI 64083
(816) 747-0191

ACTION REALTY COMPANY would like to go on record as supporting the "Rail Garrison Peacekeeper" network designation of Whiteman Air Force Base as one of the deployment bases for the Peacekeeper Rail Garrison System.

Logistics have always depended upon strategic locations. Whiteman Air Force Base is located centrally in the United States and therefore, its accessibility to points throughout the country should be considered as a positive factor.

1

The Citizens of Warrensburg have lived among Minuteman Missile Bases for many years and very aware of the importance of a strong military defence. Warrensburg has always supported Whiteman Air Force Base's basic missions and have welcomed the base personnel into its communities. Businesses and local communities continue to welcome the added economy the base generates.

ACTION REALTY COMPANY has approximate 20 Active Real Estate Agents and all of us and our families are very supportive of this project.

Sincerely,

Elvin Maloney

Elvin Maloney, BROKER/OWNER

Christine Barberousse
9514 Mulberry Drive
Shreveport, LA 71115
July 31, 1988

Comments at Public Hearing on Environmental Impact Analysis
Process for "Peacekeeper" Rail Garrison Program

I want to make a statement concerning the Rail Garrison Program. I am speaking as a concerned citizen, not as a technician. I am speaking from a human perspective, not a technological viewpoint. I strongly oppose the "Peacekeeper" Rail Garrison Program. I want to suggest a serious consideration of alternatives. Instead of a Rail Garrison Program, I want to suggest a Comprehensive Test Ban Treaty to end all testing of nuclear weapons by the United States. I am suggesting that we as a city and as a country adopt a human solution to the human problems of world conflict and tensions, instead of a technological solution. I believe that security is being beyond more sophisticated weapons. I believe national security involves solving environmental problems, educating our citizens, and providing justice for the poor.

Keep Hope Alive.

Christine Barberousse
Christine Barberousse

LOCATION Warrensburg, Missouri High School

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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What is environment? My little dog is a part of the environment

as am I and the entire world. One accident is all it takes and accidents do happen. Notice how our microphones did not work properly at the meeting!

Putting more bombs on rails increases greatly the chance of an accident and all it takes is one.

How much is enough? We have enough bombs already, in fact we along with the Soviets are dismantling bombs. Why spend all of that money? Are not the present submarines enough to keep

anybody guessing? Let us decrease, not increase the number of bombs.

I am 67 years of age and a veteran of World War II. I am a serious, mature person who wants only peace and a world in which my grandchildren can grow up. Thank you.

Judson R. McElwee, NM 325 Hillcrest, Warrensburg, MO 64093

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Whiteman Air Force Base - August 6, 1988

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Dear Sirs:

My wife and I attended the meeting at Warrensburg on the MX Peacekeeper Rail Garrison. We left the meeting very disturbed. We feel we do not need the MX at Whiteman. We already have 136 Minuteman missiles surrounding the base. We are scheduled to get the Strategic Bombers at a future date.

We think the MX is too costly. Our railroads are not safe to handle the MX. Let's get the MX on submarines instead of the trains.

My, my wife and son are fully against the MX being put at Whiteman Air Force Base. We are thinking about the future of our grandchildren.

Erwin C. Beaulieu

Erwin C. Beaulieu - RFD 2 - Knob Noster, Mo - 65336

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Warrensburg, Missouri DATE August 3, 1988

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

Karen A. Prins Route 1, Box 129 Columbia, MO 65201

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

DOCUMENT 82

- 1 Why has the Air Force restricted its investigation of environmental impact issues to only the area immediately surrounding the proposed bases, specifically here the Whiteman Air Force Base? Do the hundreds of thousands of people along the track route not count? Is their health and safety not a concern here? Is that why there were no hearings in any areas except at the proposed sites?

- 2 The report with the charts and figures containing equations, ratios and percentages looks impressive to some. But where is the human element in all of this? Your report does not address the issue of human fallibility, human error, carelessness, momentary thoughtlessness, greed, disregard for the sanctity of life - whatever motivates or influences the people who operate the proposed system. These are human values and intangible but nevertheless highly relevant to the issue of environmental impact.

- 3 And the proposed system. There has never been a system of any sort developed and put into operation which did not experience serious flaws and mechanical or technical failures. On paper, in theory, in the report you've made it all sound fine. That there's less than 1% chance of even one person dying due to "mishaps".

- 4 This is absolutely impossible. According to your map - Figure 4.1.2-1 labelled "Potential Routes for Initial Peacekeeper Rail Garrison Deployment", MX trains will be passing through or outside such major metropolitan areas as Kansas City, St. Louis, Chicago, Dallas, Denver, Memphis, Detroit and many more. As traffic increases, so does the likelihood of human error and an accident. In your estimation and analysis, what number of people would constitute a reasonable amount as expendable in an accident in order to implement this system?

DOCUMENT 82

- 5 The draft barely touches on the environmental impact that would occur should an MX train have an accident in a relatively isolated area - and then there is no mention of illness, homelessness, misery and death. Furthermore, the report fails to examine the impact if such an accident should occur in or near a vast metropolitan city with millions of people. The Air Force seems to ignore the fact that this system will leave the base. And when it does, where does it go?

- 6 How far are we willing to go as a nation, in putting our own citizens at such high risk in supposedly defending ourselves against the Soviets? Why has the draft not examined and prepared a comparative study of the more than thirty basing modes? Why have you considered the 100 MX missiles an alternative when Congress has specifically mandated 50 missiles? This is not a proper alternative. And why have you not considered the "No Action" alternative? Why, when we have the Trident submarines which are highly mobile, do we need a land-based mobile system which is daily more dangerous to us than to the Soviets?

- 7 In presenting this report as information to our Congress, upon which they are supposed to make an informed decision as to whether the Rail Garrison is implemented or not, this report is incomplete and therefore inaccurate.

- 8 While I am for good defense, I am totally opposed to the MX Rail Garrison and weapon deployment systems which by their very character imply that areas of our country and segments of our population are expendable. The end does not justify the means.

- 9 Please respond to these questions and comments in the final Environmental Statement.

Thank you.

Karen Prins
Route 1, Box 129, Columbia, MO 65201 (314)657-2967

DOCUMENT 83

MEMO FROM:
Ginny Hornza

Staff Assistant
U. S. Senator J. Bennett Johnston

7-27-88

These statements were read at the public hearing last night in Bossier City, LA, for Barksdale Air Force Base.

DOCUMENT 83

Statement of Sen. Bennett Johnston
Public Hearing on MX Rail Garrison Proposal
Barksdale Air Force Base
July 26, 1988

I send my greetings to those of you attending the public meeting on the proposal for an MX Rail Garrison at Barksdale Air Force Base. Regrettably, the business of the Senate prevents me from being here with you to listen to your important concerns.

I feel strongly that the MX Rail Garrison proposal will be a net benefit for the state of Louisiana. It is a significant project for Barksdale and for Shreveport-Bossier City that will provide much needed jobs for our area. The project will also bring untold millions of dollars into northwest Louisiana each year.

1 While this proposal is important for Louisiana, I agree that we in Congress must encourage the U.S. Air Force to alleviate the effect on the local environment. The Environmental Impact Statement prepared by the Air Force for Barksdale states that "the design of the garrison and alignment of the rail spur would minimize the total wetland disturbance at this location within program engineering and safety requirements". Little adverse impact is foreseen for threatened and endangered species such as the American alligator and the red-cockaded woodpecker. I fully expect the Air Force to take the proper mitigation measures to insure that the impact on the environment is minimal.

I hope that this public meeting is successful in allaying environmental concerns. The MX Rail Garrison is a strategically sound and sensible project that I hope you will join me in strongly supporting.

Thank you all for coming to this meeting.

DOCUMENT 85

DOCUMENT 85

Until July 3 1988, the mishap record of the sophisticated radar technology of the type aboard the Vincennes battleship would have allowed inferences to be drawn that the destruction of 290 civilian lives would never have happened.

As I stated in my previous testimony, a plane crash did occur in Thule, Greenland in January, 1968. The B-52 bomber carried four nuclear weapons, all were destroyed by fire. Radioactive contamination occurred over 237,000 cubic feet. Let's consider what would happen if one of the dangers mentioned above, and dismissed by assumption and inference in the DEIS, should occur as happened in Thule, Greenland. It's no longer a crash site of uninhabited sea ice. It is now our countryside; it is the very air we breath poisoned, and there is no escaping it. It is turning to the children we gave life to and watch them increase their risk of a horrible death with every breath they take. Your tables for calculating risk to the general population caused by the MX Rail Garrison plan are very impressive but not the least bit comforting. It takes a mightier power than the Air Force to control for the margin of error created by assumption and inference. The military mentality that computes for levels of acceptable losses of human lives does not apply to the civilian population. It only takes one time and the results would be catastrophic.

1 Please go back to your rooms tonight and consider how very important it is to recommend the No Action Alternative, in the final EIS. It is your responsibility as defenders of American lives.

DOCUMENT 86

I AM DELORES HUDSON, CHAIRMAN OF THE WHITEMAN AREA STEERING COUNCIL, WHICH IS THE CIVILIAN GROUP ORGANIZED TO DEVELOP APPROPRIATE PLANS TO DEAL WITH THE IMPACT OF THE STEALTH BomBER.

AS EVERYONE IN THIS ROOM KNOWS, WHITEMAN AIR FORCE HAS BEEN DESIGNATED AS THE FIRST SITE FOR THE DEPLOYMENT OF THE STEALTH BomBER. ACCORDING TO THE DEPARTMENT OF DEFENSE, THE CENTRAL LOCATION, THE EXISTING RUNWAYS, AND THE AVAILABLE AIRSPACE WERE ALL IMPORTANT CONSIDERATIONS WHEN SELECTING WHITEMAN. THE MOST IMPORTANT FACTOR, HOWEVER, WAS THE ATTITUDE OF THE PEOPLE IN THE SURROUNDING COMMUNITIES AND THEIR RELATIONSHIP TO THE BASE.

I MENTION THIS TONIGHT BECAUSE THAT SAME POSITIVE ATTITUDE AND RELATIONSHIP EXISTS IN REGARD TO THE RAIL GARRISON. THE PUBLIC HEARING TONIGHT IS NOT TO DISCUSS WHETHER THE RAIL GARRISON SHOULD BE DEPLOYED. THAT DECISION HAS BEEN MADE. RATHER WE ARE HERE TO DISCUSS THE MERITS OF SELECTING WHITEMAN AIR FORCE BASE AS THE LOCATION SITE. MISSOURI IS IN THE CENTER OF THE UNITED STATES, THE MAINLINE OF THE UNION PACIFIC RAILROAD IS ADJACENT TO THE BASE, AND LAND IS AVAILABLE FOR NECESSARY FACILITY CONSTRUCTION. THESE CONSIDERATIONS MAY BE EQUAL AT OTHER SITES, BUT THE MOST IMPORTANT INGREDIENT, THAT OF PUBLIC SUPPORT, IS, WE BELIEVE, UNEQUALLED AT OTHER POTENTIAL SITES.

THE WHITEMAN AREA STEERING COUNCIL, REPRESENTING THE COMMUNITIES IN THE SURROUNDING 5-COUNTY AREA, HAS VOTED UNANIMOUSLY TO ENDORSE THE DEPLOYMENT OF THE RAIL GARRISON AT WHITEMAN AIR FORCE BASE. THE PLANNING WHICH IS IN PROCESS TO DEAL WITH THE STEALTH COULD EASILY ENCOMPASS THE RAIL GARRISON.

WE RECOGNIZE AND RESPECT THOSE PERSONS WHO EXPRESS CONCERN ABOUT THE PUBLIC SAFETY, THE CONDITION OF THE RAIL TRACKS, THE UNCERTAINTY OF TRAINS TRAVELING THROUGH POPULATED AREAS, AND THE VERY EXISTENCE OF NUCLEAR WEAPONS. HOWEVER,

DOCUMENT 87

OUR VIEWS ON THESE ISSUES ARE TEMPERED BECAUSE WE ARE KEENLY AWARE THAT THE MILITARY ALSO SHARES THESE CONCERNS. LIVING AS WE DO IN THE PROXIMITY OF A MISSILE BASE, WE UNDERSTAND, ACCEPT, AND APPRECIATE THAT THE MILITARY MISSION IS ONE OF PEACE. IT IS SIGNIFICANT TO NOTE THAT THE PEOPLE MOST DIRECTLY AFFECTED BY THE DEPLOYMENT OF THE RAIL GARRISON AT WHITEMAN ARE AFFIRMATIVE IN THEIR SUPPORT.

THANK YOU FOR THE OPPORTUNITY TO EXPRESS THESE SENTIMENTS WHICH REPRESENT THE OPINION OF MANY OF THE PEOPLE GATHERED AT THIS HEARING TONIGHT.

Delores Hudson
Chairman, Whiteman Area Steering Council

DOCUMENT 87

MX-DEIS Comments

Ralph Desmarais
4321 DARRACH DR
LITTLE ROCK, AR 72204

- 1 There are four major environmental concerns that need to be addressed. The first mainly affects the Blytheville area and has already been addressed by the DEIS - the potential impact from the earthquakes related to the New Madrid fault system. This could conceivably affect the Little Rock AFB area as well, although the Little Rock area is more threatened by tornados. It is our feeling that the earthquake threat alone should eliminate the Blytheville area and render the Little Rock area questionable. The frequency of tornados in the Little Rock area which could make tracks impassable and train tracks more likely would we feel make that area an unlikely choice. The DEIS fails to consider the extent of the impact its placement would have on the already environmentally stressed LRAFB. The reverse of this, whether the environmental stresses are so great as to make the placing of the MX at the LRAFB unfeasible, also has to be considered. USGS has located 18 areas on the base that are or have in the past been contaminated and IAP for these areas has been submitted to the USAF. At least nine of these sites would be directly in the path of the construction described in the DEIS. Since it will be impossible to build on top of these sites until restoration has been completed, the delays involved should eliminate the LRAFB as a potential site. In addition to the usual contamination related to military activities, the base was at one time the site of agent orange production which continued on its borders by the Vertac plant until just recently.
- 2 Both ground and surface waters and soils were heavily contaminated with dioxin and a whole range of related phenols and benzenes. The streams running through the plant and the base flow into the Bayou Meto which has been impacted heavily by their activities and the discharges from wastewater treatment plants of the base community and neighboring community. A fishing ban has been in existence for the last fifteen years and cleaning efforts are planned at the plant. There is no easy solution to the problem of restoring such sites. As the USGS IRP shows, it will be two years before a plan is ready for the base. Actual cleanup will take up to thirty years. The area surrounding the base has been the site for some eighteen Titan missiles. The nearby Danasus site experienced one explosion caused by a dropped wrench that nearly blew up a substantial part of the state and caused environmental damage that has never been fully assessed - not to mention deaths and injuries to military personnel. Over the years there have been numerous minor spills on these sites, mainly of fuels, that have caused complaints from nearby citizens. The record of the military is so bad that one could conclude that the defense of the nation should be contracted to some private firm that has a good environmental record and does not depend upon young careless men as the main component of their labor force. In addition to these directly related military stresses to the environment, the area is one of the fastest growing areas in the state. Population growth has outstripped the area's water supply and some communities, including Jacksonville have had to go to outside water supplies in Little Rock and in Lonoke County. One possible cause of the high accident rate in Arkansas both among the military and railway workers is the ready availability of drugs in the state. Arkansas is one of the primary marijuana-growing states in the nation - right behind California. It is also one of the main drug routes into the
- 3
- 4
- 5
- 6

country. Both the military and railway workers in Arkansas have been notorious for their high drug use rates. Other systems including wastewater treatment, transport, and police protection have all been stressed due to the influx of population. Major accidents involving trucks and trains have been a fact of life in this area - some of them involving toxic materials and causing substantial damages into the millions of dollars to nearby residents. At least one accident in the last few years involved a truck carrying highly toxic military-related fuels. The state as a whole has had an accident rate on railroads that far exceeds the national average - close to forty major accidents per year in the last few years. The point of all this is that the area should not be subjected to any unnecessary environmental stresses. Since the MX is unnecessary and is a destabilizing contributor to the possibility of nuclear war, we feel it should not be placed anywhere, most certainly not in Arkansas - we Arkansans have done enough and have suffered enough from the presence of the military and their instruments of destruction.

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LOCATION Blytheville, Arkansas

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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I know that the studies on the affect of the environment have been made and the data is complete. So, I can only add that Blytheville has an excellent climate year round without severe winters that shut things down. The climate would be a definite plus for the Peacekeeper Rail Garrison Mission.

The people of this area are patriotic citizens interested in peace with pride and especially freedom. They believe strong defense is vital to peace with pride. Most citizens here know that missions such as the proposed Rail Garrison are worth paying for and worth having in their back yards.

The opposition in the public meeting here have been from persons outside of Blytheville, such as Memphis. Larger cities all over the country all have their share of radicals, ex-Memphis. Therefore, those opinions expressed by them do not reflect the feelings of the citizens of Blytheville, Gasnell and local area at all. Thank you

Jim Brown 123 Terrace Blytheville, Ark. 72315
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock Air Force Base DATE 8-3-88

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

NOTE: THIS IS ONLY THE FIRST PART OF MY STATEMENT AT THE 8-1-88 HEARING

I am a member of the National Campaign to Stop the MX. And I am very opposed to the MX. The appropriate time for response by the Air Force to our questions and concerns is in the SIS, not at this DEIS hearing.

Just last week there was a head-on collision in Iowa between two freight trains, one of which contained toxic materials. With an aging railroad system and the documented use of drugs by train personnel, such a head-on collision could occur with a train carrying these nuclear bombs.

There is no way to protect the 180,000 miles of track along which the MX-bearing trains will operate. (Each MX missile weighs 190,000 pounds and is 71 feet long.) These trains would be susceptible to accidents. The SIS should address the consequences of a head-on collision at the time that the missile is ready to be fired.

The environmental analysis for such a catastrophic accident should include the possible number of citizens who would be adversely impacted and how they would be affected from the worst possible disaster (that is, describe the type of destruction possible at different distances from the disaster site).

ADDENDUM
This should be at the closest point to or in Arkansas' population center of Little Rock.

Gerry Gatty 612 Mall Dr. Little Rock AR 72205
Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Director
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

MRS A VERNON WILLIAMS
18175 WEST BAY SHORE DRIVE
TRAVERS CITY, MI 48664

August 2, 1988
Director Environmental Planning
AFRC-BMS/DEV
Dear Sirs:

We were unable to attend the hearing regarding the MX missile rail garrison system held at Westcott Air Force Base on July 28. Therefore we are expressing our concerns with this letter.

DOCUMENT 90



12179 W. Bay Shore-0dr.
Traverse City, MI. 49684
5 Aug. '88

Director Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Draft Environmental Impact Statement
Hearing #2 Oscoda, MI. re: MX-Peace-
keeper Missile Rail Garrison Hearing.

Dear Director, Lt. Peter Walsh:

Having attended the opening hearing on above for Wurtsmith AF Base and received copy of the June 1988 Draft Environmental Impact Statement, we are stating our individual position on same. We are marking the 43rd anniversary time of dropping the first atomic 250 mg. bombs August 6 and 9 at Hiroshima and Nagasaki on their civilian population, in effect ending W.W.II with Japan.

- 1 (1) The environmental impact will be detrimental to wetlands in the Au Sable river watershed and Van Etten lake areas. A member of the Gordie Fraser & Associates (Traverse City, MI.) survey crew in preliminary work so stated his conclusions on same after working on the proposed site.
- 2 (2) The MX garrison proposal is unfeasible and rather than being "Peace keeper" is a first strike weapon in the view, I believe, of Center of Defense Information that researches such matters.
- 3 (3) Our rail system in its entirety would be at risk in case of an actual attack which would endanger all shipping of necessary goods.
- 4 (4) We have US Air Force air photos taken of effects immediately after the 6 7 9 Aug. '45 attacks from the B-52 Etta Mae bombings. We are aware of the Joint USA/Japan Atomic Effects Study Center, Hiroshima, and visited both Peace Park Museums and the bomb epicenters.
- 5 In view of these and other reasons for non-expansion of so-called "defense" and "deterrent" atomic weapons, we ask that this effort to expand the faulted MX-Missile system be discontinued as an unwarranted expense for national security.

Submitted with Concern by,

A. Vernon Williams

Emma K. (Mrs. A. Vernon) Williams

cc: Sens. Don Riegle (D.-Mi. Carl Levin (D.-Mi.)
Rep. Guy Vander Jagt (R.-Mi. 9th Dist.)

822 INDIAN TRAIL • TRAVERSE CITY MICHIGAN 49684 • (516) 946-2052

DOCUMENT 91

LOCATION

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I would like to address some peace-time consequences of the first-strike capabilities of the MX missile, which are not adequately addressed in the DEIS.

The reason why the U.S. has been and is still able to threaten the people of the world and our mother earth with nuclear destruction is due to a strategy called "Escalation Dominance" in short the capability to dominate the next level of violence. This strategy has resulted in the arms race which includes weapons to strike the first blow i.e. the MX.

In early 1945 a classified Pentagon document shows that striking the first blow with nuclear weapons was adopted as the official U.S. military policy. The Air Force, in 1954, provided a top secret memorandum which said: "Initial war with the Soviet Union was essentially inevitable and urged immediate preparation for the final conflict."

To this date the ABC, nuclear, biological and chemical warfare booklets given to soldiers in

cont over

Mary E. Buckner 1414 Puris Rd. Columbia Md. 65201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 91

the MOS declares that there will be a nuclear war and proceeds to tell how it will be fought and survive.

Jack Anderson, on his May 19, 1983 column wrote, after receiving a series of classified military documents confirming that the Pentagon has indeed considered a first strike against the Soviet Union that

despite repeated denials over the years, there is a secret evidence that U.S. military strategists are planning for a nuclear first-strike option against the Soviet Union. The MX is an important part of this planning. The story of our potential first-strike force is told in secret reports of the Defense Department and the Arms Control and Disarmament Agency... One secret NSA document includes a chart with the candid title "Outcome of Hypothetical US First Strike, 1993."

Because the MX is a first-strike-capable weapon it is not a Peace Keeper, but a weapon of destruction. The MX itself is an act of aggression, an act of war, or why else spend so much of our tax dollars on the MX unless you plan, as we see, the government has to use them first. Vice President Bush has stated, "there can be limited nuclear war." I consider nuclear war limited, or not to be a environmental threat to the state of Missouri and the world.

Being a citizen of Missouri I can not avoid the MX in Missouri out of my moral and spiritual convictions.

- QUESTIONS:
- 3 *If 65% of my tax dollars goes to the Pentagon and 10-15 billion dollars are being spent on the MX then where is the money we need for environmental protection we have - nuclear waste - industrial waste.*
 - 4 *John - the job are largely for males and not women? The job do not create a product or service human needs. Therefore not jobs paid for product or other services industries, education, and mental and educational programs suffer such as the AIDS program.*
 - 5 *It was said 18. How accurate on rail roads this year what was the number taken from the 18-5%.*

DOCUMENT 92

LOCATION GRAND FORKS

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I AM A LIFELONG RESIDENT OF GRAND FORKS COUNTY. I THINK THE RISKS ASSOCIATED WITH RAIL GARRISON ARE MUCH GREATER THAN THE CURRENT RISKS TO THE GRAND FORKS AREA ARE SUBSTANTIAL. I THINK THE DATA IS DEFICIENT TO GRAND FORKS AND IN THE U.S.A. ARE SUBSTANTIAL. I THINK THE PRESENT AGREEMENTS BETWEEN G.F. AND C.F.A.B. ARE INSUFFICIENT AND GRAM I AM IN STRONG SUPPORT OF RAIL GARRISON BEING LOCATED IN GRAND FORKS.

DAVID BRITTON 389 Huron Dr. Grand Forks ND 58201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Grand Forks NDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 I support the construction of the rail garrison in Grand Forks. The economic development will benefit all Grand Forks. I see no additional risk to the community, environmental or otherwise. The GFAFB has always been a good neighbor & positive influence in Grand Forks & any expansion will benefit us all. We need as much diversity & flexibility in our strategic resources as we can achieve.

Name Scott Bickler RR2 Grand Forks ND

Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

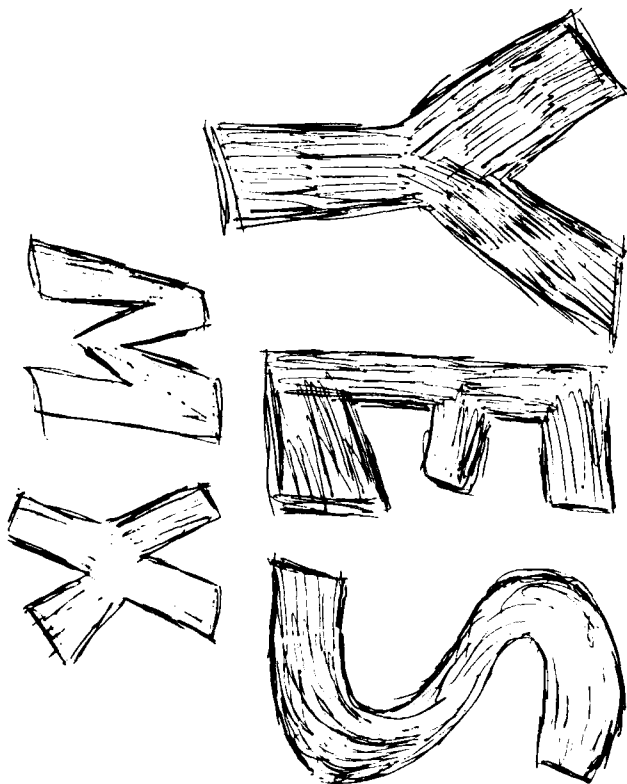
Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 See other side and attached sheet for my comments. We have no problems with rail garrison.

Dist 19 Representative Shane Olson - RRI, Box 37 - Mandak, N. Dak
Name Street Address City State 58256

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409



PEACE
THROUGH
STRENGTH

LOCATION Grand Forks, NDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 Looks like an excellent defense system that will have many positive impacts on the area. It makes sense to have missiles on rail so that they are not "sitting ducks" as the other missiles in the area are.

I support the location of the system here at Grand Forks.

DON SCHNEIDER, 604 CENTRAL AVE NE, SUITE GRAND FORKS, MN 56721-1976

Name Street Address City State
Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Grand Forks County

Board of Commissioners

GRAND FORKS, NORTH DAKOTA 58201

PEACEKEEPER RAIL GARRISON RESOLUTION



WHEREAS, we all hope and pray for world peace, but must remember that the United States is regarded as an adversary by many nations and they would welcome the opportunity to render us helpless against their forces, and

WHEREAS, we must all be against nuclear annihilation but at this point in history, we must continue to allow our leaders to negotiate from a position of strength instead of conciliation, and

WHEREAS, Peacekeeper Rail Garrison Defense System has been chosen by Congress and the President for enhancing the nations defensive systems, and

WHEREAS, the Peacekeeper Rail Garrison Project represents the most practical, cost affordable system utilizing existing ICBM missiles and the U.S. Railroad System, and

WHEREAS, only in times of national emergency would the trains equipped with the operational peacekeeper missiles be directed to leave the Garrisons and deploy within the rail system, and

WHEREAS, the Grand Forks Air Force Base plays an integral part in the nations defense strategically located in the northern tier states, and

WHEREAS, Grand Forks Air Force Base has the land and the people to deploy this system, and is ideally located on major rail lines with many additional miles of track located within hours, and

1 NOW, THEREFORE, BE IT RESOLVED, that the Grand Forks County Commission goes on record in support of Grand Forks Air Force Base being chosen as a deployment site for the proposed Peacekeeper Rail Garrison System.

James A. Earl
James A. Earl, Chairman
Grand Forks County Commission

LOCATION Grand Forks, North DakotaCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 As a citizen of Grand Forks, I am in full support of the Peacekeeper Rail Garrison program. I would be honored to have the program at Grand Forks AFB.

Jon Bonzer, 322 Belmont Rd, Grand Forks, ND 58201

Name Street Address City State
Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

THE EXCHANGE CLUB

OF

GRAND FORKS, NORTH DAKOTA

IN EDUCATIONAL SERVICE TO CITIZENS OF COMMUNITIES, STATES AND THE NATION

8-8-88



To whom it may concern:

Whereas: The Peacekeeper Rail Garrison System would allow our nation increased deterrent capacity.

Whereas: Peacekeeper Rail Garrison System is the most cost effective way to add mobility to the U.S. land-based ICBM forces.

Whereas: We must provide our leaders the power to negotiate from a position of strength, instead of weakness.

Whereas: The men, women and children associated with the United States Air Force have been a welcome and positive addition to Greater Grand Forks for many years.

1 Therefore: The Exchange Club of Grand Forks, North Dakota hereby pledges support for basing the Peacekeeper Rail Garrison System near our community.

The Exchange Club of Grand Forks,

George Matheny, Boardman

Chair, Public Relations Committee

Associated General Contractors of North Dakota

427 2nd STREET, P.O. BOX 1624, BISMARCK, NORTH DAKOTA 58502 PHONE 781-223-2770

August 8, 1988

To Whom It May Concern:

The Associated General Contractors of North Dakota, wishes to go on record in support of the Rail Garrison Project being proposed to be built at the Grand Forks Air Base.

The AGC of North Dakota is a Construction Trade Association representing 100 general contractors and 350 allied firms in North Dakota. Collectively these companies are capable and qualified to provide all construction services required of such a project.

While this project represents a sound investment in the defense system of the Nation, it would at the same time create a minimum of 3,000 jobs in North Dakota during the construction phases of the installation. The business activity generated and tax benefits to the State as a result of this project would be \$195 million and \$3.85 million respectively. These figures are based on an independent study of the economic impact generated by North Dakota's Construction Industry.

Again, we urge the completion of this project at Grand Forks.

Sincerely,

Curtis L. Peterson
CURTIS L. PETERSON
Executive Vice President

CLP:rs

AMERICA PROGRESSES THROUGH CONSTRUCTION *Construct by Contract*

NORTH DAKOTA STATE BUILDING AND CONSTRUCTION TRADES COUNCIL

211 N. MAIN ST.
BISMARCK, NORTH DAKOTA 58501
(701) 223-1242
August 8, 1988

TESTIMONY FROM DAVID A. FUNSTON, PRESIDENT & EXECUTIVE DIRECTOR OF THE N.D. STATE BUILDING & CONSTRUCTION TRADES COUNCIL

TO: The Department of the Airforce on the Peacekeeper Rail Garrison Program Environmental Impact Hearing

I am David A. Funston, President and Executive Director of the North Dakota Building & Trades Council. I represent the Construction Unions of North Dakota.

We are here to give this project our full support. Members of the Building Trades have been a part of every major defense project in North Dakota. We are proud to have been included and proud of our record of getting the work done on time and/or a head of schedule. This has been our record in the past and will be as long as we are involved in any project.

We have members who have helped build the Dew Line in Greenland and built projects on the South Pole, and we still have to this day, members going to those faraway places from time to time to perform maintenance and construction. We can and will supply workers for any construction project in North Dakota, there has not been enough work in North Dakota for our entire membership since 1984, but this project would certainly help us and the defense of this country.

We have a long history of being a part of the Department of Defense meetings here in Grand Forks. The participants in these meetings have and still are the Federal Mediation Service, Department of Airforce, Army Corp. of Engineers, and the Construction Unions in North Dakota.

Again, for the record we are here to give our full support to this project and to assist in any way we can to get this project for North Dakota. And if it is built, work for successful completion of the project.

Thank you, and if you have any questions I would be more than happy to answer them now or later.

Sincerely,

David A. Funston
David A. Funston,
President & Executive Director

President
Executive Director
DAVE FUNSTON
Bismarck ND

Vice Presidents
TRUMAN SWINSON
Grand Forks ND
RAY REINK
Fargo ND

Secretary-Treasurer
DICK BERTS
Minot ND

Treasurer
DALE JONES
Bismarck ND
DENNIS MURPHY
Bismarck ND
BARRY SCHAE
Hazen ND

1. I am AL HALKAPEN, from GRAND FORKS. I support deployment of the Peacekeeper Rail Garrison at Grand Forks Air Force Base.

2. I am AL HALKAPEN, from GRAND FORKS. I support deployment of the Peacekeeper Rail Garrison at Grand Forks Air Force Base as the most cost-effective way to add mobility to our intercontinental ballistic missile force.

3. I support the Rail Garrison project because peace without freedom is no trade-off. The price of peace is vigilance and Peacekeeper Rail Garrison will allow the U.S. to maintain that vigilance.

4. Rail Garrison will increase the deterrent capability of our nation's strategic forces by its mobile characteristics. I support deployment of Peacekeeper Rail Garrison at Grand Forks.

5. I support ~~with~~ Peacekeeper Rail Garrison because it's good for North Dakota and good for America.

6. America needs to proceed with deployment of Peacekeeper Rail Garrison. History has shown that our enemies respect strength: they will negotiate only when we demonstrate our resolve to modernize our strategic forces.

7. I am AL HALKAPEN, from GRAND FORKS. I believe Grand Forks has the necessary attributes to welcome the people and the mission associated with Peacekeeper Rail Garrison and I support its deployment here.

Arguments in response to specific criticism:

SMALL ICBM IS LESS DESTABILIZING

This is not supposed to be forum to debate the strategic worthiness of the Peacekeeper Rail Garrison versus the Small ICBM. That debate will take place in Washington. If congress proceeds with deployment of the Rail Garrison concept, Grand Forks AFB is an excellent choice because of its low cost factor and its access to rail lines. I support deployment of Rail Garrison at Grand Forks AFB.

AREA BUSINESSES SUPPORT RAIL GARRISON TO STRENGTHEN BUSINESS

I am AL HALKAPEN, a businessman in this community. Tonight I have heard opponents of this system criticize the business community its support of the Rail Garrison project. I take offense at those criticisms. I support Rail Garrison--not because I want more business; I support it because I cherish the freedom that permits me to own my own business. Rail Garrison will give our strategic weapons the accuracy and survivability to make sure that all Americans have choices--for many generations to come.

PEACEKEEPER RAIL GARRISON IS A FIRST-STRIKE WEAPON

Peacekeeper Rail Garrison is a system designed to provide mobility to our intercontinental ballistic missile forces. This mobility will make the missile difficult to target and therefore more survivable than land based ICBMs. I can't see how opponents can label this system a first-strike weapon when its stated and designed intent is to survive a first strike by an enemy.

DOCUMENT 101

PEACEKEEPER IS DESTABILIZING

Opponents have called the Peacekeeper Rail Garrison destabilizing. They say missile trains leaving the garrison would force an enemy to strike. I propose that the opposite would happen. An enemy would be less likely to attack if he knew the missile trains have dispersed because our retaliatory forces can survive. I support Rail Garrison at Grand Forks at a cost effective way to ensure survivability of our strategic forces.

PEACEKEEPER RAIL GARRISON IS DESTABILIZING

If the Peacekeeper missile is so destabilizing, why is it that the U.S. has deployed 40 new Peacekeeper missiles in Wyoming and the relationship between the super powers has continued to warm. This demonstrates to me that the Soviets respect power. Let us continue negotiations to effect a verifiable reduction in arms, but we must continue with our resolve to defend our great nation. I support Peacekeeper Rail Garrison.

PEACEKEEPER WOULD INVITE A STRIKE BY OUR ENEMIES

Some have argued that moving the missile trains out of the garrison would cause our enemies to believe our intent was hostile and force an attack. I propose that our enemies would see this show of force as a warning to stop their threatening actions. What really concerns me is the feeling that as a nation we are experiencing a lessening of our resolve to defend ourselves. Being strong does not invite an attack, being weak invites attack.

DOCUMENT 102

RESOLUTION OF THE POLK COUNTY
BOARD OF COMMISSIONERS

The following resolution was offered by Commissioner Eugene Mattson:

WHEREAS, The Peacekeeper Rail Garrison System will promote world peace; and,

WHEREAS, The Grand Forks Air Force Base has, and the proposed Peacekeeper Rail Garrison System will have, a strong positive effect on the economy of Northwestern Minnesota and Eastern North Dakota.

NOW THEREFORE BE IT RESOLVED, By the Board of County Commissioners of Polk County that the Board supports the establishment and operation of the Peacekeeper Rail Garrison System at the Grand Forks Air Force Base.

Commissioner Reitmeier seconded the foregoing

resolution and it was declared adopted upon the following

vote. YEAS: Mattson, Bakken, Reitmeier, Syversen NAYS:

None.

Adopted this 2nd day of August, 1988.

Eugene Mattson
Eugene Mattson
Polk County Board of
Commissioners

STATE OF MINNESOTA)
COUNTY OF POLK) ss.

I, John P. Schmalenberg, County Coordinator to and Clerk of the Polk County Board of Commissioners do hereby certify that I have compared the foregoing resolution with the original resolution filed in my office on the 2nd day of August, 1988 and that the same is a true and correct copy of the whole thereof.

WITNESS my hand and Official Seal of Polk County at Crookston, Minnesota this 2nd day of August, 1988.

John P. Schmalenberg
John P. Schmalenberg

DOCUMENT 103

PEACEKEEPER RAIL GARRISON RESOLUTION

WHEREAS, We are all against nuclear annihilation, we recognize that in todays world there are forces that could easily be swayed into a first strike against us if it were not for the fear of retaliation.

WHEREAS, The leaders of our Government and the Soviet Union have been making some limited progress in nuclear arms reduction we must continue to allow our leaders to negotiate from a position of strength.

WHEREAS, The Peacekeeper Rail Garrison defense system has been chosen by congress and the President as a priority to enhance our national defense system.

WHEREAS, The Peacekeeper Rail Garrison defense system offers a highly mobile, survivable, cost efficient way of strengthening our nuclear deterrent and our national defense.

WHEREAS, The Grand Forks Air Force Base plays an important role in our nations defense in its strategic location on the Northern Tier.

WHEREAS, Grand Forks has an extensive railroad system and the land and people to deploy this system.

NOW, THEREFORE, BE IT RESOLVED that Grand Forks Kiwanis Club goes on record in support of the Grand Forks AFB being chosen as a deployment site for the proposed Peacekeeper Rail Garrison System.

Robert J. Schmalenberg

DOCUMENT 104

August 6, 1988

Lt. Col. Peter Walsh
AFROC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

Dear Sir:

As today is the 43rd anniversary of the Hiroshima bombing, it is a fitting day for me to voice to you my opposition to the "Peacekeeper" Rail Garrison Proposal for Fairchild Air Force Base, and to nuclear weapons in general.

Having reviewed the Draft Environmental Impact Statement for the proposal, I recognize that the No Action Alternative is the only conscientious decision. Therefore, the Final EIS must treat that alternative in greater detail, so that the statement will reflect the advantages that No Action offers over the Proposed Action. I imagine the reason that the No Action Alternative was not treated in greater detail was because it represents "no impact." But first we must remember that the existence of Fairchild A.F.B. as it is, is a continual impact upon the Spokane River ecosystem. Second, the attention accorded the Proposed Action in comparison to the No Action Alternative creates an imbalance in the DEIS that could easily bias any decision based upon the document.

In many respects, the DEIS is extremely thorough. It shows that many safety precautions have been planned for the program--except for the most obvious, most effective, and most permanent precaution, the No Action Alternative. Certainly there are safety concerns with the rail-based garrison that the DEIS does not treat: in wartime, for instance, is not playing hide-and-seek with ICBM's endangering the lives of Americans rather than protecting them? But that's national security policy. The DEIS states that "A wide range of issues related to the physical and social environment, including safety considerations, were identified through the scoping process and have been incorporated into the analysis" (S-38). But many more issues "related to the physical and social environment" have been willfully ignored. For the statement to not treat the No Action Alternative seriously (less than 100 words in a document the size of the Sears catalog), and for it not to include in detail the peace and anti-nuclear concerns raised at the Scoping Hearing, which certainly are "issues related to the physical and social environment," is for the Air Force to exclude itself from the democratic principles upon which public hearings are based. The DEIS, I feel, demands a comparative analysis of the advantages and disadvantages of each alternative, and such input from disinterested parties.

As I suggested above, I feel that the Air Force has deliberately limited the scope of the EIS to exclude controversial topics. The Executive Summary of the Draft EIS states that "This Draft Environmental Impact Statement was prepared to aid in the following decisions: whether or not to deploy Peacekeeper missiles in the Rail Garrison basing mode. . . (S-1). Decisions of this magnitude cannot be wisely made if we limit ourselves to data that can be counted and measured. The DEIS also states that "The environmental resource categories are convenient groups of issue areas which cover the entire spectrum of environmental issues likely to be experienced as a result of the program" (S-1). I disagree: there are really important environmental concerns that the statement ignores, which I shall address.

DOCUMENT 104

2

The Program Overview refers to requests made at the Scoping Hearing for "an analysis of issues that are outside the scope of this EIS. These included requests to analyze the effects of Peacekeeper Rail Garrison deployment on present and future arms control agreements. Other comments invited analysis of wartime effects, the morality of building nuclear weapons, and of psychological reactions some local residents may have to Peacekeeper deployment. The purpose of an EIS, however, is to analyze possible environmental consequences of the Proposed Action and its reasonable alternatives, including the No Action Alternative. A discussion of morality, national security policy, or psychological effect is beyond the scope of this EIS" (1-20).

If "the purpose of an EIS is to analyze possible environmental consequences," it must do so thoroughly. As I put, and are not we all, a part of our environment? Don't I live here? Don't I breathe this air and drink this water? Haven't this land made me who I am? And as a part of this environment, don't I help to make it what it is? Do not our psychological health, our political relationships with our neighbors, and our moral character, shape the land we live upon?

To make environmental decisions as if they can be made free of human psychology, independent of our national security policy, and without consideration of moral expenditures, is to be ignorant of how the world functions, and to act with a criminal negligence. Over a century ago, not that far from here, Chief Seattle tried to explain that all things are parts of the web of life, and that what we do in one place on the web affects all other parts of it. We cannot be asexual about our only planet; environmental decisions that are not made morally will surely have immoral results. Ends cannot justify means, but means will determine ends.

Therefore, as an issue "related to the physical and social environment," I suggest that the EIS look at studies of the impacts that Death Row inmates have upon their environment, and the impact that environment has upon the inmates' health--not merely physical, but also psychological, mental, and emotional. MX missiles garrisoned at Fairchild would make Spokane County a general target area. What is the effect of living with a loaded gun at your temple? For most of us, a nuclear bomb is an abstraction, but just living among them has already had noticeable effects on us. The concerns and fears of our schoolchildren, for instance, have been well-documented. The EIS needs to look into all possible health effects--not merely physical health--much more seriously than it does.

The Air Force also suggests in the DEIS that "wartime effects" are beyond the scope of the statement. I suggest that phrases like "peacetime deployment" and "deterrence to maintain peace" are contradictions hiding lies. In a discussion of nuclear weaponry, distinctions between wartime and peacetime are irrelevant; preparedness for war cannot be called peace, nor can true peace be maintained through threats of violence. And calling a nuclear missile a "peacekeeper" is a bizarre, sadistic joke. Abraham Muste said, "There is no way to peace; peace is the way." Again, an end (peace) cannot justify means (weapons), but means (weapons) will determine their end (war). Peace must be both our end and our means.

The DEIS states that "In recent years, there has been a growing concern about the vulnerability of the Strategic Triad to the emerging Soviet threats" (1-1). Nowhere does the statement mention who these concerned parties are; nor does it investigate whether the threats are real or imagined. An assumption this broad, without documentation or support, is shoddy logic. My students would call it a straw man argument. If I do not feel threatened by the Soviet Union, why must you

DOCUMENT 104

3

protect me? And why must I pay for that protection? Domestically, we call this kind of protection "rocketeering." I suggest that the American public has been duped into playing the role of a struggling shopkeeper, and that the military has been similarly duped into playing the role of a police force with a corrupt headquarters, by the organized crime syndicate of the weapons producers.

To conclude this line of reasoning, I believe that the issues settled upon by the Air Force are evidence of its unwillingness to listen to the public. The Final EIS will show whether or not the Air Force acts in the spirit of the democracy it purports to protect.

Concerning the impacts the rail garrison program would have on wildlife at Fairchild, the DEIS states that "Long-duration impacts on biological resources would be moderate (defined in the DEIS as 'beginning to adversely affect the condition of populations, biological communities, or the integrity of ecological systems. (For example, the proposed program begins to affect the reproductive success of a species.))' because wetland areas would experience permanent disturbance and several federal-candidate and state-recognized sensitive species would likely be affected. These impacts would be significant because of the ecological importance of the habitats and the concern these potential wetland impacts would cause in natural resource management agencies" (3-43). This, I feel, is reason alone to disqualify Fairchild as a candidate base. According to the DEIS, the Swainson's and ferruginous hawks and the great blue heron stand to be evicted from their marsh homes, which will be filled, and to suffer an increase in mortality, to make room for the MX trains. As I seriously asking that the United States Air Force let a few hawks and herons, a few acres of wetland, stand in its way? Absolutely. Hawks, herons, and marshes will do more peacekeeping than will nuclear missiles.

The DEIS suggests many mitigation measures that can be undertaken. I suggest that the only mitigation possible is No Action.

The DEIS also states that "Primary attention was given to those plant and animal species whose local populations would be reduced by program-related activities and regional communities that would be disturbed by program impacts" (3-27). However, it ignores the fact that all species would be reduced by the major "program-related activity," and all communities would be disturbed by the major "program impact"--namely, the explosion of a nuclear warhead, be it in Spokane County or in the Soviet Union. Of all the "program impacts" that need to be analyzed, this is the most important. The failure to even mention it in the statement is like an ichthyologist's study of sharks failing to mention the teeth.

In the Executive Summary of the DEIS, we are told that rail-based MX missiles pose "a negligible risk to human health and the environment" (3-45). This makes me wonder if the Air Force fully understands how a missile works. Furthermore, the Operations Scenario (1-11) never addresses the launching of a missile--certainly the primary operation for which the MX was created and is intended.

The central assumption that underlies the grouping of the environmental issues, that in fact underlies the entire statement, is that the United States and the Soviet Union will never in actuality use these unimaginably explosive weapons. Unimaginably explosive. None of us is capable of imaginatively comprehending a nuclear explosion. It's too big. But we must remember that Alfred Nobel intended dynamite as a deterrent. He felt it was too unimaginably explosive for anyone to

DOCUMENT 104

4

ever dare use, and that it would put an end to war. Since Nobel's day, we've used dynamite for everything from mining to bank robbing. How long, I wonder. . . .

Towards the end of the DEIS it is stated that "Public safety has been and will continue to be of utmost concern throughout the development and proposed deployment of the Peacekeeper Rail Garrison system" (5-1). But nowhere in the DEIS is there an analysis of the health effects of incoming missiles (the chances of which, I believe, would be increased by any deployment of any MX missiles)--nor is there an analysis of the effects of outgoing missiles on a Soviet city. Of course our missiles (we must trust) are aimed only at hardened targets--and the Air Force assures us that the missiles will hit their hardened targets. But can we, the American people, afford to assume that the Air Force will be right? We must not be willing to allow the Air Force to take on so godly a responsibility. The missiles may miss. What impact would this have on, say, Spokane's Friendship City in the Soviet Union, Makachkala? Without an in-depth analysis of the effects of a nuclear bombing of both Spokane and Makachkala, the DEIS is incomplete and unfinished.

Please put me on record as urging the Air Force to choose the No Action Alternative, at Fairchild A.F.B. if not at all the candidate bases.

Finally, please allow me to take this time to thank you, Lt. Col. Walsh, for my copy of the Draft Environmental Impact Statement, and also for your handling of the hearings. You treated with great respect an audience that did not often enough accord you the same. Although we each have our own work to do and our work may often be at odds, I appreciate and admire your professional manner.

Respectfully,

Kim Aubrey
Keith Aubrey
S. 155 Poplar, #5
Spokane, WA 99204

cc
Sen. Dan Evans
Sen. Brock Adams
Congressman Tom Foley
Gov. Booth Gardner
Mayor Vicki McNeill
Lt. Col. Peter Walsh

DOCUMENT 105

LOCATION 6F.

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

BECAUSE I OBTAIN THE MX ITSELF (A "MOBILE" SYSTEM THAT DOESN'T MOVE UNTIL IT'S TOO LATE), I OPPOSE ITS BEING SITUATED ANYWHERE. IT'S JUST TOO SHADY TO CONSIDER.

DAN SHERIDAN 711 DEB ST. NW, EAST GRAND FIVE

Name DAN SHERIDAN Street Address 711 DEB ST. NW City EAST GRAND State MINN ZIP 55101

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Oscoda (WAFB)COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I feel that the rail way you want to ship on is not safe. I have seen it for my self. it is in very bad condition. Before, shipping on the rail way, I believe you should do an inspection for your self, and continue to do so as long as dangers things are being shipped that way.
Thank you!

Bernard Sorensen, 1498 Oak Ave. Rd. Haverhill, N.H. 03740

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Horton Air Force Base
San Bernardino, California 92409

August 6, 1988

Joan Stockton
Box 182
Grass Range, Nt.
59032

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Horton AFB, Ca.
92409-4448

Dear Col. Walsh:

I am writing this letter in response to the Environmental Impact Statement on the proposed MX missile system in the rail garrison based mode.

I want to express my opposition to the deployment of the MX missile system in any basing mode. It is my opinion that this system represents antiquated technology and therefore is a waste of our tax dollar. The goal of its construction seems to be to fatten the pocketbooks of the large defense contractors rather than to actually enhance our defense system. Our present missiles are more than adequate to meet our defense needs with the MX missile just adding overkill and first strike capabilities. In the presence of our rural economic problems worsened by drought, low prices, grasshoppers etc., the MX missile will stand out as an example of extravagant government waste that will only place a further drain on our economy.

I also want to object to the failure of the EIS to address the psychological impacts of this very visible and very destructive ton warhead system. The subject of the effects of a nuclear accident is also inadequately addressed in the present EIS. Lastly, I object to these hearings only being held in one location when other areas such as Lewistown also have rail lines and would be impacted under this current proposal.

Sincerely yours,

Joan Stockton
Joan Stockton

RLG-22
07/26/88
Revision 2

LOCATION Brown City, LADATE 7 August 1988COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICBM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

I am concerned about the amount of land necessary to construct the MX Rail Garrison station at Barksdale AFB. I believe the environmental impact study should examine carefully the disturbance of the red-cockaded woodpecker colonies in the present forest. The unique habitat demands of this species do not easily allow mitigation projects suitable for their use.

I urge a thorough environmental impact study by qualified environmental scientists, some of local residence.

RONALD A. MARTIN 360 Albany Street, LA 7105

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-BMS/DEV
Horton Air Force Base
San Bernardino, CA 92409

TEXAS REVIEW AND COMMENT SYSTEM
REVIEW NOTIFICATION

Applicant/Originating Agency: U.S. AIR FORCE

Project Title: PEACEKEEPER RAIL GARRISON SYSTEM

Funding Agency: DOD

SAI/EIS#: TX-R-88-07-06-0001-50-00

Date Received: June 30, 1988

Date Comments Due BPO: 08/13/88

***** REVIEW PARTICIPANTS *****

Texas Air Control Board
Department of Public Safety
Bureau of Economic Geology
General Land Office
Texas Department of Health
Texas Historical Commission
State Dept. of Highways and Public Transportation
West Central Texas Council of Governments
Railroad Commission
Texas Parks and Wildlife Department
Texas Water Commission
Texas Water Development Board

1 | Special Notes/Comments: We have provided copies to the reviewers listed above.

[] No Comment.

Return Comments to:

Review Agency Signature
T. C. Adams
T. C. Adams, State Single Point of Contact
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711
(512) 463-1778

DOCUMENT 110

LOCATION Grand Forks, ND

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

This was supposed to be a forum to debate the environmental consequences that may occur if the Rail garrison program proceeds, not to debate the nuclear arms issue. Nuclear arms are a reality and good basic common sense will lead us to a point of understanding that they must be a part of our defence program. Good basic common sense also will lead us to a final choice of Grand Forks, ND as a location for Rail Garrison. I am a resident of Grand Forks and a businessman in this community. I strongly support the development of Rail Garrison at Grand Forks AFB, ND.

Don Fischer 714 Belmont Grand Forks, ND 58201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

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Bearing Statement by
Terry R. Miller
3329 Glendora
Bay City, Michigan 48706Wurtsmith Air Force Base
MX Rail Garrison Project
July 28, 1988

My name is Terry R. Miller, and I am a resident of Bay City, Michigan. I am a teacher for the School System of the City of Saginaw. For the past ten years I have had a strong and active concern in environmental matters, particularly in the Saginaw Valley. I am presently chairman of the Lone Tree Council, an environmental group founded in 1978 to actively oppose the Consumers Power Company's construction of a nuclear power facility in Midland, Michigan. With the cancellation of that project, Lone Tree has concerned itself with a number of environmental issues in the state and locally -- that is why I am here this evening.

Scientists tell us there are at least four ecological situations that demand immediate remedial action on a global scale. I want to discuss two of those.

The first is the rapid destruction of oxygen-supplying life forms. As we pollute our oceans, we are diminishing one of our greatest sources of oxygen for all life. The Mediterranean Sea is almost barren on the bottom: fish and vegetation that used to be so plentiful are now very sparse. How many of us have not seen the horror stories brought to us via television: beaches covered with plastic garbage, crack vials, needles and syringes; dead and decaying rats; shellfish too toxic to eat; hake and tilefish with ugly red lesions on their bellies and fins that are rotting away. As ocean explorer Jacques-Cousteau said: The very survival of the human species depends upon the maintenance of an ocean clean and alive...The ocean is our planet's life belt.

The other great oxygen factory is our forests. Yet they too are rapidly being destroyed by chain saws and bulldozers. And if the bulldozers are resisted, smokestacks spew forth oxides of sulfur and nitrogen, which add to high-flying particles from urban smog, and are carried hundreds of miles to get dumped as "acid rain" on our forests and lakes. According to a number of studies, Michigan forests and lakes are now experiencing the industrial destruction of acid rain.

A second ecological situation is the rapid depletion of our drinking water supplies. For instance, the Ogala Aquifer under the Great Plains states of the U.S. is almost exhausted. In parts of the Dallas-Fort Worth area, the water table has dropped more than 400 feet in 25 years. What we are not using up we are polluting. Carelessly discarded industrial wastes have already poisoned ground water that many people have depended on for their supply. "Love Canals" are being discovered all over.

1

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Michigan has not been untouched by these water problems. Despite efforts to clean Michigan waters, and remarkable improvements in some areas, notably phosphates and DDT, 800 toxic chemicals have been identified in the Great Lakes. Most recently quantities of mercury have been found in Michigan sport fish. According to the Michigan Department of Natural Resources (MDNR): 1500 dumps and landfills dot the Michigan landscape; 3,000 facilities pump waste water into the ground; 20,000 abandoned oil and gas wells threaten water supplies along with thousands of leaking underground storage tanks.

Again, according to the MDNR, 1,000 places have known groundwater contamination, and estimates of 50,000 more where the water is fouled. Michigan has 56 Superfund sites with 13 proposed; in addition Michigan has 1,532 toxic waste sites.

Which brings us to my reason for being here.

Do we need more devastation of our forests? Do we need the leveling of 244 acres of jack pine as a result of the deployment of the MX rail garrison project? Do we need the disruption of 437 acres of undeveloped land including wetlands as a result of this project?

In 1987, the MDNR ranked Wurtsmith as the fifth worst toxic site in the state. Because of the expanded water usage demanded by the missile system, contamination of the shallow aquifer supplying water to the Wurtsmith Base, and the townships of Oscoda and AuSable, is a real possibility. Do we need the further contamination of groundwater in northeastern Michigan?

And for what?

A 'defense system' that increases the likelihood of a nuclear accident, and/or a nuclear exchange. A system that has been questioned repeatedly as vulnerable to attack, and a wasteful expenditure of tax monies.

In September 1984, 19 Nobel prize winners issued a joint statement saying humanity faced extinction through either nuclear war or environmental catastrophe unless we changed our ways.

The statement went on to say, "What nuclear war could do in 50 to 150 minutes, an exploding population assaulting the earth's life-support systems could do in 50 to 150 years."

The MX rail garrison project represents a threat to life from both perspectives, nuclear and environmental. Its existence will represent one more threat to the nearly instantaneous extinction of life on this planet. Its existence will cost hundreds of millions of dollars that could help attack the real problems of the global community: the destruction of our oceans, the devastation of our forests, the pollution of our waters, the loss of topsoil, and growing erosion of the earth's ozone layer. Finally, its existence will represent a direct threat to the environmental quality of northeastern Michigan.

For those reasons, The Lone Tree Council wishes to go on record supporting life. We say "no" to the basing of the MX rail garrison system at Wurtsmith Air Force Base.

6) We support the MX rail garrison project.

For those reasons, The Lone Tree Council wishes to go on record supporting life. We say "no" to the basing of the MX rail garrison system at Wurtsmith Air Force Base.

DOCUMENT 112

Ralph H. Ferber
President
and Chief Executive OfficerFirst of America Bank-Oscoda
320 South Street
Oscoda, Michigan 48750-1637
Telephone 517/730-9131

July 28, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

Gentlemen:

On behalf of the three banking institutions, First of America Bank-Oscoda, Farmers & Merchants State Bank, and Huron Community Bank, we have placed the housing shortage concern as identified in the Environmental Impact Statement high in our planning process. It is our desire to provide the funds necessary to build the housing required to correct this particular concern.

The Peacekeeper Rail Garrison Program is an important part of the overall mission and we, the financial institutions of Isos County, want to do our part to see that the Peacekeeper is deployed here on Wurtsmith Air Force Base.

Sincerely,

Ralph H. Ferber
President/CEO

RHF/kg

FIRST OF
AMERICA

*Sharon Burkey not in my name
Mx - Paul Shuman*
call to conscience

Do not mistake our silence for complicity with this terrorizing arms race. Rather accept our presence here as testimony of our moral outrage and a beckoning and loving call to conscience.

Let us recall together that Dachau and Auschwitz were accepted by Hitler, the government, business and ordinary people as environmentally sound. The earth held mass burial grounds of millions of people. The air captured the aroma of incinerated flesh and the waters of Europe drained the blood of innocent victims.

1 Today, in defiance of international law, in crimes against God and humanity, the Pentagon and politicians defile God's fragile earth and people with an escalated plan for death and destruction:

<u>Germany</u>	<u>U.S.A.</u>
Master race	Master nation
Dictator gone insane	Corporate machine gone insane
Concentration camps	Captivity of minds & soul
Military & civilian	Civilian-military economy
Crematoriums	MX Rail Garrison, Cruise, Stealth, Minuteman, Trident, Star Wars
Genocide	Omnicide
. . . but not in our name !!!	
CALL US ALL TO CONSCIENCE !!!	

We should never forget that everything Adolph Hitler did in Germany was "legal" and everything that the Hungarian freedom fighters did in Hungary was "illegal." It was "illegal" to comfort a Jew in Hitler's Germany. Even so, I am sure that, had I lived in Germany at the time, I would have aided and comforted my Jewish brothers and sisters.

Martin Luther King, Jr.



Victor Frankl, the Jewish psychiatrist and survivor of German concentration camps, said that in time of crisis people do one of three things: They deny it... they despair... or they commit themselves to ask critical questions. Perhaps you and I, being who we are can give the gift of Christian discomfort. By knowing enough to say no, we can make it impossible for anyone to make war easily. And we can give others the knowledge it takes to do the same.

Joan Chittister, OSB

STATEMENT OF AGREEMENT REGARDING WURTSMITH AIR FORCE BASE PARTICIPATION IN A REGIONAL WATER SYSTEM SERVING EASTERN IOSCO COUNTY, MICHIGAN.

July 27, 1988

1 The following Statement of Agreement Regarding Wurtsmith Air Force Base Participation in a Regional Water System is intended to confirm the feasibility of Wurtsmith Air Force Base involvement in a regional water system to serve the communities of eastern Iosco County. Further, this Statement is intended to clarify the current status of the proposal within the Department of Defense and to note the urgency of expediting current and associated reviews and approvals associated with Wurtsmith Air Force Base participation in a regional water system.

1. The communities of East Tawas and Tawas City have experienced significant growth to the point that the current Tawas Area water treatment facility no longer adequately serves the needs of their population. In late summer 1987, the Michigan Department of Public Health indicated to the Tawas community that a modernized, approved municipal water system must be constructed. At the same time, Mr. Frederick Scarella, District Engineer of the Michigan Department of Public Health, corresponded with Tawas City, East Tawas, Baldwin Township, AuSable Township, Oscoda Township and Wurtsmith Air Force Base noting the State of Michigan's strong recommendation that the opportunity for a regional water plant to solve the problems and potential problems of six communities was clear and feasible. Shortly thereafter a regional water system study was commissioned and the firm of McNamee, Porter & Seeley

was hired to perform the study.

2. At this time it appears that the southern contingent, East Tawas, Tawas City, and Baldwin Township are committed to a regional water project. They have no choice but to utilize the Lake Huron resource with a new water system. The northern contingent is dependent upon Wurtsmith AFB participation in a regional system. On 16 May 1988, an unsolicited proposal was provided to Wurtsmith AFB that proposed water service to the base as described in the regional water plant study. Since then, Wurtsmith AFB has been involved in a cost comparison analysis of that regional water plant study as compared to the following: maintaining status quo, a FY 91 Military Construction Program (MCP) water plant serving the base alone or serving the Air Force Base and the townships of Oscoda and AuSable, a newly developed well field on the Air Force Base, or a deep well system on the base. This cost comparison analysis is done at the base level but is then forwarded to HQ SAC for further analysis and eventually submitted to HQ USAF in Washington D. C.

3. The analysis process described above may eliminate current potential for success of a regional system. The Michigan Department of Public Health (MDPH) has stressed that East Tawas and Tawas City must commence action in the immediate future to insure that a new water plant is brought on line in a timely fashion. It may take 60 to 180 days to complete the cost comparison process. Decreasing the length of time to complete the cost comparison process must be accomplished. Delay will result

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in eventual significant additional costs to the total efforts for both Wurtsmith Air Force Base and local governmental units. The highest and best use of tax dollars is a regional system. Wurtsmith Air Force Base's apparent ground quality control problem addressed but future costs associated with purifying, etc. would be avoided by a positive response to the regional water concept. Wurtsmith AFB, currently has identified and installed a new well field and provided for the future by programming a \$14 million MCP project to utilize the Lake Huron water resource. The fact that SAC has elected to not make this project a high priority on a year-to-year basis since 1984, suggests that it is being held in reserve for the time when capacity or quality may become an issue. The regional water system, as proposed, alleviates current concerns inherent in Wurtsmith AFB current water facilities.

4. Cost comparison studies are made to insure that a good value is being received for the money spent, and recognizing that DOB is very often under intense public scrutiny in this area, recommend a cooperative effort. A municipal regional water system that draws water from an adjacent Great Lake provides a cost effective and long-term solution within reasonable parameters.

A cooperative effort appears to be a distinct advantage in finding a way to accelerate the process. We are approaching the end of FY 88. The proposed dollar amount up front for Wurtsmith AFB to

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participate in this regional project adventure has been estimated at \$6 million. If this money could be generated at FY end "fallout time" it is very likely that this project could proceed with the immediate and major savings. The cost effective nature of Wurtsmith Air Force Base participation in a regional water statement cannot be overstated.

5. In the future Wurtsmith AFB could never expect to purchase water from a plant provided by the local communities of Oscoda and AuSable alone since their 5,000 population and negligible tax base cannot afford to construct the initial plant. That is why in the future MCP process it was anticipated that Wurtsmith AFB could end up in the unusual position of building the plant and then perhaps selling water to local communities. This has no precedence and would result in Wurtsmith Air Force Base becoming a utility "authority" for local governmental agencies.

6. The local governmental units are prepared to provide all necessary guarantees regarding availability of water, implementation of security measures, etc. to assure all regular and emergency strategic considerations associated with a cooperative effort involving Wurtsmith Air Force Base.

7. This correspondence has been generated through a coalition of local governments and the Wurtsmith AFB Military Affairs Committee with the knowledge and support of local military leadership and is directed to those levels and agencies that may be able to assist this process. Representatives of U.S. Senator

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Carl Levin and U.S. Congressman Robert Davis have been briefed in the past regarding the eventual need for a water source from Lake Huron. Their support has been pledged in the MCP arena, and it is anticipated that a streamlined process as proposed herein would also gain their favor.

The local governmental units of eastern Iosco County are prepared to provide all necessary information, data and documentation regarding the opportunity to creatively, cooperatively and cost effectively address the need for a regional water utility.

James J. Lundy
James J. Lundy, Mayor, Tawas City

Robert C. Bolen
Robert C. Bolen, Mayor, East Tawas

Thomas H. Chatel
Thomas H. Chatel, Secretary EDC

Ron Leslie
Ron Leslie, Pres. Tawas Chamber of Commerce

Robert K. Foster
Robert K. Foster, Supervisor
Oscoda Charter Township

Steve Hays
Steve Hays, Pres. Oscoda-AuSable
Cham

DOCUMENT 115



CHARTER TOWNSHIP OF OSCODA

110 South State Street

Oscoda, Michigan 49750

Telephone (517)

Office of the Supervisor: 739-3211

Office of the Clerk: 739-4971

Office of the Treasurer: 739-7471

July 29, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

The Peacekeeping mission of the United States Air Force is certainly critical to the free society and life style we enjoy in this great country.

The Oscoda Community is very proud to be a part of that mission by being a host to Wurtsmith Air Force Base.

Wurtsmith Air Force Base has been part of our community for many years. The men and women of the Air Force have been friends and neighbors to us.

We will be proud to have the rail garrison located here in our community.

Thank you,

Robert K. Foster
Robert K. Foster
Oscoda Township Supervisor

On The Blue Waters
Of Lake HuronIndustrial Park Served By
Municipal WaterBest Hunting
And Fishing

LOCATION Oshtemo, MICOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I would like to make two statements and ask two questions:

1. *I feel that the MX missile system is designed to fight a nuclear war and not for nuclear deterrence to prevent a nuclear war. I do not think this is within our stated government policy of nuclear deterrence. If this policy has changed the public should be made aware of this?*
2. *I feel it is not suitable to choose a crowded area such as the Midland-Ann Arbor-Ann Arbor area with 250,000 people as a potential deployment site for launching nuclear missiles.*
3. *Will the EPA hold a hearing on this EIS? Who will act on it and decide the alternative?*
4. *The building of bridges across streams is known to severely degrade the stream quality. Has this been considered and provided for so that long term sedimentation does not occur at the railroad bridges to be built?*

Richard E. Berchard, 2515 Jackson Dr., Midland, MI 48640

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Worton Air Force Base
San Bernardino, California 92409

LOCATION WurtsmithCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

If the rail garrison system has negatively changed by expansion, why is there a large safety area on the line where they would be running.

Rosalie Riegle 7 E. Hannan Saginaw, MI 48606

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Worton Air Force Base
San Bernardino, California 92409

*address:
318 Mayfield Lane
48640*

July 26, 1988

Good Evening Gentlemen.

My name is Glenna L. Snider, and I reside in Midland, Michigan. I have come here today because I have some urgent concerns about the Peacekeeper Rail Garrison Program proposed by President Reagan in 1983, and now being studied by the United States Air Force for implementation by 1991.

My concerns and observations are not those of a person with a background and training in science, but, as I have read portions of the Environmental Impact Statement, and also a program review issued by the House Armed Services Committee in March, 1988, plus several other articles, my concerns grow. They range from the "big picture" - of huge and very deadly ICBM's roaming around the countryside and through our cities on a regular basis for maintenance; to the very small picture of the destruction of Michigan Jack Pine forests - habitat of the endangered Kirtland's Warbler; and destruction of important wetland areas, and of the wildlife population inhabiting these areas.

I feel that the citizens of Michigan, as well as citizens of the entire United States need to have many questions answered before any decisions on implementing the Peacekeeper Rail Garrison Program is made.

Some of them are:

1. *First: Has it been shown that the 125,000 or more miles of commercial railroads will be able to safely handle these missile cars, which are much heavier than normal cars, and at 70 plus ft. long, are a third longer than the usual 55 ft. for a normal car?*
2. *Next: How has it been shown that a deployment time of 2 to 6 hours could be in any way survivable or even effective, when Soviet ICBM's attack 30 minutes after launch?*
3. *Another question: From our inquiries, it appears that the Michigan Department of Natural Resources has not in any way been contacted or notified about the Rail Garrison Project proposal; even though it's construction and implementation will damage and destroy some important forests, wetlands, and habitat of endangered species in Michigan. Why not?*
4. *Now, some question about the Future Second Rail Connector discussed on P. 4.12-43 to 48. Why would a second rail line be needed, since it appears to run nearly parallel to the present line? The construction of this new line would be very costly, and very environmentally damaging, according to the EIS. It details the construction of 13 large bridges over pristine recreational rivers, through fishing easement areas, near 2 dams, roadside parks, etc.*

My last question is being asked by many people in Midland. There is a reference on p. 4.12-45 which states as follows: "The most western 3 miles (36 acres) of right of way would be located near the urban area of Midland, Michigan. Specific land use in this area is unknown, but there could be conflict with inhabited buildings on the eastern edge of that city. Why is nothing known about this area if such a supposedly carefully detailed and complete study was made?"

Thank you.

PREPARED BY:
WILLARD B. HUNTER
5417 WANETAH DRIVE
MIDLAND, MICHIGAN 48640
517-631-4718

PEACEKEEPER MISSILE TALK

1 ON JULY 27, 1956 A U.S. B-47 CRASHED AT A ROYAL AIR FORCE STATION NORTHEAST OF CAMBRIDGE, ENGLAND. IT HIT A STORAGE IGLOO HOUSING THREE MARK 6 NUCLEAR BOMBS. FIREMEN EXTINGUISHED THE BURNING FUEL BEFORE IT IGNITED THE 8,000 LBS OF TNT IN THE TRIGGER MECHANISMS OF THE BOMBS. ONE AIR FORCE GENERAL COMMENTED "IT IS POSSIBLE THAT A PART OF EASTERN ENGLAND WOULD HAVE BECOME A DESERT HAD THE TNT EXPLODED."

IN GOLDSBORO, N.C. JANUARY 24, 1961 A B-52 FELL APART IN MIDAIR AND RELEASED TWO 24-MEGATON NUCLEAR BOMBS. ONE BOMB WAS NEVER FOUND. THE SECOND BOMB WAS RECOVERED AND STUDIED. FIVE OF ITS SIX SAFETY DEVICES HAD FAILED. (SOURCE: CENTER FOR DEFENSE INFORMATION)

NUCLEAR WEAPON ACCIDENTS HAPPEN.

2 THE PEACEKEEPER MISSILE PROGRAM WILL COST THE U.S. TAXPAYERS IN EXCESS OF \$30 BILLION DOLLARS. THIS COST IS MORE THAN THE B1 BOMBER PROGRAM. IT IS THE MOST EXPENSIVE MISSILE PROGRAM IN AMERICAN HISTORY ON A PER UNIT BASIS. IT INVOLVES A NEW, UNTESTED DELIVERY SYSTEM. NEVER BEFORE IN U.S. HISTORY HAVE NUCLEAR MISSILES MOVED AROUND THE U.S. COUNTRYSIDE AND BEEN LAUNCHED FROM RAILROAD CARS. FROM A NATIONAL SECURITY PERSPECTIVE THE MILITARY MAY FIND THIS BASING SYSTEM VERY ATTRACTIVE, BUT FROM A PUBLIC SAFETY PERSPECTIVE IT IS FRIGHTENING AND LOADED WITH POTENTIAL DANGER. WITH THIS BASING MODE WE HAVE MORE TO WORRY ABOUT FROM OUR OWN AIR FORCE THAN FROM SOVIETS MISSILES!

4 THIS EVENINGS HEARING IS FOR CITIZENS TO RESPOND TO THE ENVIRONMENTAL IMPACT STATEMENT RELEASED TO THE PUBLIC JUST TWO WEEKS AGO. YOUR SCHEDULE SUGGESTS THAT IT IS NOT THE FINAL HEARING PLANNED. THE EPA WILL CONDUCT, I PRESUME, THE FORMAL HEARINGS.

5 THE PURPOSE OF AN ENVIRONMENTAL IMPACT STATEMENT IS TO PROVIDE IN A SINGLE DOCUMENT EVIDENCE SUPPORTING THE SPONSOR'S VIEWPOINT THAT THE SPONSOR'S PROPOSED ACTION IS ENVIRONMENTALLY SAFE. THAT DOCUMENT

SHOULD PROVIDE, BEYOND THE SHADOW OF A DOUBT, EVIDENCE THAT ALL REASONABLE AND MANY UNREASONABLE CONTINGENCIES HAVE BEEN CONSIDERED AND PLANNED FOR.

GENTLEMEN, IN THAT CONTEXT, WHAT YOU HAVE SUBMITTED AS AN EIS IS NOT ACCEPTABLE. IT FAILS TO SUPPORT YOUR PROPOSED ACTION.

AN EIS MUST CONTAIN THREE ELEMENTS:

1. A MAJOR SEGMENT DETAILING EVIDENCE AND INFORMATION COLLECTED FOR EVALUATION.
2. A SEGMENT SHOWING HOW YOU USED THE INFORMATION TO PREDICT WHAT WILL HAPPEN BASED ON THE ACTION YOU WANT TO TAKE.
3. A SEGMENT THAT COMPARES YOUR ACTION AGAINST THE "NO ACTION" BASELINE.

IF DONE WELL, AN OBSERVER CAN LOOK AT THE EVIDENCE COLLECTED AND HAVE CONFIDENCE THAT IT WAS ANALYZED INTELLIGENTLY AND AGREE WITH YOUR CONCLUSIONS.

IN THIS SINGLE VOLUME THE AIR FORCE HAS GONE TO SOME LENGTH REGARDING THE SECOND AND THIRD

5 SEGMENTS. THERE IS, HOWEVER, LITTLE OR NO DATA TO SUPPORT YOUR CONCLUSIONS. YOU HAVE CHOSEN FOR SOME UNKNOWN REASON TO TOTALLY EXCLUDE THE BACKGROUND INFORMATION UPON WHICH YOU BASE YOUR DECISIONS. IT IS IMPOSSIBLE TO HAVE CONFIDENCE IN THE SAFETY OF YOUR PROGRAM WITHOUT THIS INPUT. HOW CAN WE AGREE OR DISAGREE WITH YOUR CONCLUSIONS WITHOUT SEEING THE EVIDENCE COLLECTED TO SUPPORT YOUR CASE?

WE SHOULD EXPECT DOCUMENTATION FOR EACH BASE AT LEAST AS THICK AS THE SINGLE DOCUMENT YOU SUPPLIED FOR THE WHOLE PROGRAM.

THE ENTIRE EIS IS FULL OF GENERALIZATIONS THAT NEED SUPPORT. EXAMPLES INCLUDE:

1. FOR AN EXPANDED RAIL SYSTEM YOU ARE CONSIDERING CONSTRUCTION OF A NEW SPUR. YOU SAY "THE MOST WESTERN THREE MILES (36 ACRES OF RIGHT-OF-WAY) WOULD BE LOCATED NEAR THE URBAN AREA OF MIDLAND, MICHIGAN. SPECIFIC LAND USE IN THIS AREA IS UNKNOWN, BUT THERE COULD BE A CONFLICT WITH INHABITED BUILDINGS ON THE EASTERN EDGE OF THAT TOWN." WHAT KIND OF ANALYSIS IS THAT?

7 2. ON PAGE 4.0-2 THE DOCUMENT IS VERY FUZZY ON WHICH STATE AND LOCAL ENVIRONMENTAL LAWS WILL BE FOLLOWED. WHICH EPA, STATE AND ENVIRONMENTAL REGULATIONS WILL BE IMPACTED BY YOUR ACTIONS? WILL YOU COMPLY WITH THEM OR NOT? WE NEED YOUR DATA AND IT IS NOT INCLUDED. IS YOUR ANALYSIS INCOMPLETE?

8 3. A CRITICAL PART OF THE ENTIRE ANALYSIS IS WHAT WILL BE THE PERFORMANCE OF THE MISSILE CARS IN THE ADVENT OF A POSSIBLE ACCIDENT. STATISTICALLY, YOU WILL NEED TO PLAN FOR ROUGHLY ONE ACCIDENT PER YEAR. NOTHING IN THE EIS SUGGESTS THAT YOU WILL ACTUALLY TEST THE SAFETY OF THE CARS IN WORST CASE SCENARIOS. GENTLEMEN, WE NEED TO KNOW HOW THOSE CARS WILL PERFORM IF THEY DERAIL, IF THEY'RE IMPACTED BY A GASOLINE TRUCK, OR IF A TERRORISTS' STINGER MISSILE SHOULD STRIKE A MISSILE CAR. TEST THE CARS, DON'T GIVE US COMPUTER SIMULATIONS!

9 4. WHEN WILL YOU MOVE THE CARS? HOW WILL YOU ALERT LOCAL COMMUNITIES? WHAT EVACUATION PLANS HAVE YOU PREPARED AND DISCUSSED WITH LOCAL COMMUNITIES? THOSE DETAILS ARE MISSING. IF YOU BRING NUCLEAR MISSILES INTO OUR COMMUNITY WE WILL WANT TO KNOW ABOUT THOSE MOVEMENTS. THE

11 NATIONAL EMERGENCY RESPONSE TEAMS WON'T ARRIVE FOR SEVERAL HOURS AFTER AN ACCIDENT - TOO LATE TO PROVIDE IMMEDIATE HELP. WHAT TRAINING WILL YOU PROVIDE LOCAL FIRE DEPARTMENTS FOR HANDLING RADIATION MIXED WITH LETHAL PLUMES OF GASES?

12 5. WHAT RAIL RESTRICTIONS WILL YOU FOLLOW IN MOVING THE TRAINS BOTH BACK TO THE HOME BASE AND WHEN LOADED WITH THE NUCLEAR WEAPONS? AT WHAT SPEEDS WILL YOU MOVE THESE TRAINS, AND WHAT QUALITY OF TRACK WILL YOU MOVE ON? WHAT IS THE QUALITY, FOR EXAMPLE, OF THE DETROIT AND MACKINAW TRACK SERVICING OSCODA AND THE REMAINDER OF THAT LINE? HOW WILL YOU HANDLE THE OVERSIZED CARS? WHERE IS YOUR DATA? WE CAN'T MAKE JUDGMENTS THAT YOU KNOW WHAT YOU'RE TALKING ABOUT IF YOU DON'T GIVE US THE FACTS.

14 6. HOW WILL YOU DECOMMISSION THE MISSILES, TRAINS, AND GARRISON FACILITIES? YOU TOTALLY IGNORE THAT SITUATION BY SAYING YOU WILL FOLLOW REGULATIONS AT SOME FUZZY TIME IN THE FUTURE. THAT ISN'T ACCEPTABLE. HOW WILL YOU HANDLE DECOMMISSIONING? HOW WILL YOU HANDLE CONTAMINATED EQUIPMENT AND EARTH? WHAT WILL YOU DO?

16 7. YOUR EIS IS FULL OF COMMENTS ABOUT COMPUTER SIMULATIONS? WHERE IS THE OUTPUT OF THE COMPUTER SIMULATIONS? WHAT ASSUMPTIONS DID YOU MAKE TO RUN THE MODELS? WHERE IS YOUR DATA?

17 8. KEY SECTIONS GLOSS OVER DECOMMISSIONING AND TRANSPORTATION OF THE WEAPONS BY HIDING BEHIND REFERENCES TO NON-DOD AGENCIES. THIS MISSILE PROGRAM IS YOUR PROGRAM. THIS EIS IN YOUR STATEMENT. YOU CAN'T HIDE BEHIND OTHER AGENCIES AND NOT ADDRESS THOSE KEY QUESTIONS!

GENTLEMEN, MY SUGGESTION IS THAT YOU SCRAP THIS VERSION OF THE EIS AND COME BACK TO THE PUBLIC WITH MORE HEARINGS WHEN YOU HAVE COMPLETED YOUR TASK. WHEN YOU RETURN, PLEASE HAVE THE DATA - INCLUDING THE ACTUAL TESTING OF THE MISSILE CARS - IN YOUR DOCUMENT THAT WILL SUPPORT YOUR CONCLUSIONS. WHAT YOU HAVE PRESENTED US IS A WHITEWASH.

TESTIMONY ON

DRAFT ENVIRONMENTAL IMPACT STATEMENT

PEACEKEEPER (MX) RAIL GARRISON PROGRAM

UNITED STATES AIR FORCE, JUNE 1988

AT PUBLIC HEARING, OSCODA HIGH SCHOOL, OSCODA, MICHIGAN

DR. JAMES R. ANDERSON

PROFESSOR OF HUMANITIES

COLLEGE OF ARTS AND LETTERS

518 SOUTH KEDDIE HALL

MICHIGAN STATE UNIVERSITY

EAST LANSING, MICHIGAN 48824

July 28, 1988

Good evening. My name is Dr. James R. Anderson. I am Professor of Environment at Michigan State University, where I have been a faculty member for over 20 years. I have published extensively on the impact of the military budget on the cities, states, and regions of the U.S., and am a research fellow of Employment Research Associates, located in Lansing, Michigan. I am also Coordinator of Citizens for a Livable Community, a citizens group dedicated to the education of the public regarding the environmental impact of alternative transportation modes and policies, especially as they enhance or lessen efficiency of energy utilization. In this capacity I have had extensive experience with the National Environmental Policy Act of 1969 (NEPA), including several years of litigation.

I wish to examine the Draft Environmental Impact Statement (DEIS) in light of two central provisions of NEPA regarding the required contents of environmental impact statements. They are: 1) alternatives to the proposed action, and 2) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity (42 USC Chap. 55, §4332(C)(1)(i) and 4332(C)(1)(v)).

I. ALTERNATIVES. The only alternative seriously discussed is the deployment of 100 MX missiles on 50 trains. But Department of Defense Directive 6050.1, (Enc. 2), "Environmental Considerations in DoD Actions," requires that the EIS process "identify alternatives as to their beneficial and detrimental effects on the environmental elements, specifically taking into account the alternative of no action." (Emphasis added). The conclusion of the no action alternative can be generously called feeble. In the entire bulky document, only 61 lines of text, the equivalent of one page of boilerplate generalities, mention this alternative, and only 8 lines, yes, 8 lines, are original text. The other 53 lines repeat either a 3 or 5 line boilerplate segment. The no action alternative is a viable alternative, and would probably have prevailed by this time, but for the heavy duty railroading of Congress on this contracting bonanza by the military-industrial complex. No action is probably the wisest long range alternative, and needs serious discussion in the final EIS.

II. LONG TERM PRODUCTIVITY. As a railroad system, what does the MX rail garrison produce, and what, if anything does it contribute to the maintenance and enhancement of long term productivity? First, the rail garrison costs each U.S. congressional district about \$30 million, and the full MX system costs each congressional district about \$60 million. The system is notable for the inequality it creates. More than 380 congressional districts will experience net losses of both capital resources and jobs. Every job involved in hiding on the MX railroad will be offset by the loss of more than one job in the production economy.

The balance of trade deficit tells all who will listen that the U.S. has a production deficit running over \$10 billion per month, sometimes as high as \$15 billion per month. This is the single greatest threat to the national security of the United States, because foreign investment, not foreign invasion, is the primary risk to our independence and well-being as a nation. A few days ago

-2-

the Japanese bought a 25,000 acre orange grove in Florida. They made their conquest with money, not militarism or missiles. Oil is a huge and growing part of our trade and production deficit, and we urgently need a more productive and efficient rail system.

The MX railroad system will be one of the perverse transportation wonders of the world. For a \$15 billion investment, we get 25 trains averaging \$600 million each in cost. The cost of one MX train is approximately equal to the annual total Federal investment in passenger rail. We will have 6 freight cars and two engines per train, if the drawing on page S-3 is accurate. That's a grand total of 150 freight cars, and eight engines, watched over by a technological priesthood of 4296 employees, an average of 172 per train. These fabulous trains only travel a few times a year, with no predictable schedule. The MX rail garrison contributes nothing toward the enhancement of long-term productivity in either passenger or freight transportation, and it produces and carries nothing for export except, perhaps, a radioactive fireball.

Michigan badly needs productive rail investment, and so does the United States, but the MX rail garrison isn't it. While oil imports have soared to 7 million barrels per day, some 40 per cent of U.S. consumption, Michigan has abandoned 2288 miles of rail routes in the last 25 years. Right now CSX rail wants to abandon profitable tracks between Midland and Clare. Michigan and other states want to build high speed rail systems through major transportation corridors, such as Detroit to Chicago. For about \$2.8 billion a 250 mile per hour rail system could connect the cities between Detroit and Chicago, and make possible a one hour, fifteen minute trip between Detroit and Chicago. The oil saving and economic spinoff would be tremendous. The MX rail garrison funds would build five such super speed rail systems around the U.S. Nations serious about production and energy efficiency are building systems like these, and because of the Pentagon's missile envy, we may end up buying our trains as well as our oil from them, while the military-industrial complex indulges in its nuclear missile follies.

The MX rail garrison does not maintain critical long term productivity, and it does not enhance long term productivity. It would be a drag on productivity and efficiency, already seriously compromised by the existing level of unproductive military consumption. As a Federal transportation investment, I nominate it for the most unproductive and inefficient rail investment in the history of our galaxy. National security is not enhanced by such grotesque and destructive inefficiency.

LEGISLATIVE ADDRESS
P.O. BOX 2010
AUSTIN, TEXAS 78768
TELEPHONE (512) 463-0492
HOUSE BUREAU
ADMIN. ASSISTANT

Texas
House of Representatives

JERRY J. BEAUCHAMP
STATE REPRESENTATIVE
DISTRICT 119

DISTRICT ADDRESS
1500 GULF ROAD
SAN ANTONIO, TEXAS 78223
TELEPHONE (512) 323-8112
CHIEF OF STAFF
DISTRICT ASSISTANT



Hugo Berlanga
Speaker Pro Tempore

State of Texas
House of Representatives
Austin

Committee:
Legislative Budget Board
Calendar, Vice Chairman
Ways & Means
Fiscal Institutions

June 9, 1988

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

It is my understanding that Dyess Air Force Base is one of ten sites in the country being considered as the site for the Peacekeeper Rail Garrison.

I would wholeheartedly like to voice my support of this vital strategic program. The Rail Garrison combines the existing Peacekeeper missile with the U.S. railroads to provide a highly survivable and capable strategic weapon system which is low risk, low cost, and a fully flexible system. I know the this would be a great asset to Dyess, the city of Abilene and our great state in general.

I respectfully urge your favorable consideration of this request.

Sincerely,

Jerry J. Beauchamp
State Representative
District 119

COUNTY ELECTIONS, MEMBER OF BUDGET & OVERSIGHT - URBAN AFFAIRS



Hugo Berlanga
Speaker Pro Tempore

State of Texas
House of Representatives
Austin

Committee:
Legislative Budget Board
Calendar, Vice Chairman
Ways & Means
Fiscal Institutions

June 9, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Secretary Carlucci:

The purpose of this letter is to offer my support of Dyess Air Force Base in Abilene, Texas as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with the U.S. railroads in our strategic weapons system. Dyess is one of ten sites in the country under consideration and the only one in Texas.

The Peacekeeper Rail Garrison combines a proven missile with a mature transportation system to provide a highly reliable mobile weapon system. The mobility feature produces survivability--a key ingredient in deterrence. In a nation based on freedom, deterrence protects peace without limiting the liberties we so enjoy.

Abilene has a history of contributing to the free world's defense. The community actively promotes a close and strong relationship with Dyess AFB. The strong community support as well as its highly sophisticated facilities would make Dyess and Abilene an ideal site for the Peacekeeper Rail Garrison.

The people of Texas support this vital strategic program and enthusiastically urge the selection of Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

Sincerely,

Hugo Berlanga
Speaker Pro Tempore

/kc

P.O. Box 2910, Austin, Texas 78768 512-463-0462 District 34

DOCUMENT 123



June 23, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Carlucci:

I strongly support Dyess Air Force Base as the home for the Peacekeeper Rail Garrison.

At a time when our county is faced with budgetary problems and you have a community that is already used to and accepts the nuclear forces it just makes sense to go ahead with the Peacekeeper Rail Garrison and locate at Dyess Air Force Base.

Abilene, and all of West Texas strongly supports this project and wants ya'll to come on down and let us show you some true Texas Hospitality.

Yours truly,

Frank Collazo, Jr.
FRANK COLLAZO, JR.
District 23

FC:mt

P.O. BOX 2910
AUSTIN, TEXAS 78769
512-463-0996

1950 9th AVE
PORT ARTHUR, TEXAS 77642
409-985-9327

DOCUMENT 124



June 6, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Mr. Secretary:

It is my understanding that the Department of Defense is considering locating the Peacekeeper Rail Garrison in a number of sites, including Dyess Air Force Base in Abilene, Texas.

Community support has long been demonstrated in Abilene toward Dyess AFB. The advantages of the Peacekeeper - ease of transportation, low cost, high potential for reliability and survivability, and others - can make a difference in our success in deterring a possible Soviet attack. Dyess Air Force Base is optimally situated for placement of the Peacekeeper.

For the above reasons I appreciate your earnest consideration of situating the Peacekeeper Rail Garrison in Dyess Air Force Base, Abilene, Texas. If I can provide further information or be of assistance, please feel free to contact me.

Sincerely,

Robert Eckels
Robert Eckels

RE/dm

P.O. BOX 2073 AUSTIN, TEXAS 78769
512-463-0534

DOCUMENT 125



June 2, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

As the site selection draws near for the Peacekeeper Rail Garrison, I respectfully urge your strong consideration of Dyess Air Force Base in Abilene, Texas.

In that Dyess Air Force Base already serves as a home to a part of the nation's nuclear forces, I feel it would be a practical and geographically advantageous site, which has the support of the people of Abilene.

Thank you for your consideration.

Sincerely,

Orlando L. Garcia
Orlando L. Garcia
State Representative
District 115

200 NAVAMMO
SAN ANTONIO, TEXAS 78208
512-225-3141

P.O. BOX 2910
AUSTIN, TEXAS 78769
512-463-0832

COMMITTEES
APPROPRIATIONS
URBAN AFFAIRS

DOCUMENT 126



John J. Gavin

June 6, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Secretary:

Although the District that I represent is some distance from Dyess Air Force Base in Abilene, I can encourage favorable consideration of Dyess as home for the Peacekeeper Rail Garrison without hesitation. People in this area have learned to appreciate the professionalism of our military and know that support of their mission extends beyond providing land and structures. We have learned how to make them feel welcome, no matter in what community they may be located.

It is, therefore, with sincere pleasure, and with the knowledge that Dyess is an excellent choice, that I encourage the location of the Rail Garrison in Texas.

Sincerely,

John J. Gavin
John J. Gavin
JJB:jls

P.O. Box 2910
Austin, Texas 78769-2910
512-463-0534

P.O. Box 2073
Wichita Falls, Texas 76307-2073
817-766-6434

DOCUMENT 127



RON D. GIVENS

COMMITTEES
CULTURAL & HISTORICAL RESOURCES
PUBLIC HEALTHState of Texas
House of Representatives
DISTRICT 83

June 9, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

As I understand it, Dyess Air Force Base is being considered as a site for a Peacekeeper Rail Garrison unit. I believe Dyess AFB would be an excellent site choice, providing security for numerous Texas military installations as well as access to an extensive railway system.

1 | Texans have a long history of enthusiastic support for U.S. military programs. The City of Abilene and the State of Texas fully support and encourage the selection of Dyess Air Force Base as a site for the Peacekeeper Rail Garrison.

Sincerely,

Ron D. Givens
State Representative
District 83

RDG/bms

P.O. Box 2910 • Austin, Texas 78769 • (512) 463-0542
918 Ave. J • Lubbock, Texas 79408 • (806) 763-4468

DOCUMENT 128

Texas House of Representatives

P.O. Box 2910
Austin, Texas 78769
(512) 463-0542
1121 W. 9th Street, Lower Level
Abilene, Texas 76901
(817) 463-9611STATE REPRESENTATIVE
Kent Grusendorf

June 7, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense, The Pentagon
Washington, DC 20301-155

Dear Mr. Secretary:

1 | In their endeavor to be selected as one of America's sites for the Peacekeeper Rail Garrison, I am pleased to enthusiastically support the effort of the city of Abilene, its Chamber of Commerce and Dyess Air Force Base.

The people of Abilene and the citizens of Texas have long had a tradition of playing a key role in the defense of our nation. We welcome the potential of having the Peacekeeper Rail Garrison as an additional tool to the peacekeeping mission to which Texans and other Texans have long been committed.

For your positive consideration of this strategic defense program at Dyess Air Force Base, I thank you.

Sincerely,

Kent Grusendorf
Kent Grusendorf

KG:ld

DOCUMENT 129

Lena Guerrero
State Representative
District 51

June 16, 1988

The Honorable Frank C. Carlucci
Secretary of Defense,
Department of Defense
The Pentagon, Washington, D.C. 20301-1155

Dear Mr. Secretary:

Texas has a long tradition of contributing to the free world's defense. There are numerous strategic, military bases throughout our great state that aid in the deterrence of war while preserving the peace all freedom loving people enjoy.

1 | Currently, Dyess Air Force Base in Abilene Texas is being considered as a site for the Peacekeeper Rail Garrison. The Peacekeeper, a four-stage, inertially guided ICBM would be based on trains in garrisons ready for deployment onto the more than 170,000 miles of railroad track. This highly survivable and capable strategic weapon will be an even greater asset to the security of this country and all free peoples.

Texas is ready to support the efforts of the Department of Defense. I would like to express my support for the location of the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene. If I can be of any assistance, please don't hesitate to call on me.

Sincerely,

Lena Guerrero
State Representative
District 51

House of Representatives

P.O. Box 2910, Austin 78769

Phone 512-463-0552

DOCUMENT 130

JACK HARRIS
STATE REPRESENTATIVE
P.O. BOX 888
AUSTIN, TEXAS 78768
(512) 463-9611State of Texas
House of Representatives
DISTRICT 71MAY 16, 1988
MAY 16, 1988
PEARLAND, TEXAS 77661
(409) 681-1888

June 10, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

1 | I am writing in support of locating the Peacekeeper Rail Garrison at Dyess Air Force Base. I think this is a vital program and would hope that Abilene, Texas, that has so actively supported Dyess Air Force Base in the past would be chosen for the site.

I hope you will give Texas your most favorable consideration in selecting a site.

Sincerely,

Jack Harris
JR/ds

COMMITTEES: NATURAL RESOURCES AND PUBLIC HEALTH



State of Texas
House of Representatives
Austin, Texas

Dudley Harrison
STATE REPRESENTATIVE
DISTRICT 66

COMMITTEES
CHAIRMAN: AGRICULTURE & LIVESTOCK
MEMBER: COUNTY AFFAIRS

May 31, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

This is to request that you give serious consideration to selecting Dyess Air Force Base at Abilene, Texas, as the site for the Peacekeeper Rail Garrison. My understanding is that this project would combine the existing Peacekeeper missile with U.S. railroads in our strategic weapons system.

1 Although other sections of the country are competing for this project, Abilene would be especially appropriate for and receptive to the Peacekeeper Rail Garrison. Its climate, its geography and its fine people combine to make the site ideal.

Sincerely,

Dudley Harrison

DH:jk



P.O. Box 2910
Austin, Texas 78769
512/463-0566
P.O. Box 968
BANDERSON, TEXAS 79848
512/345-2587

Texas House of Representatives



P.O. Box 2910
Austin, Texas 78769
512/463-0566
Lakeland Plaza Pk. Bldg. Suite 100
Lewisville, Texas 76044
512/252-2774
Denton, TX 76201-4720

STATE REPRESENTATIVE
Jim Horn

June 27, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

Texas has long been supportive of the premise of peace through deterrence.

For over 30 years Dyess AFB has served as a SAC base serving as home to the B-47, the B-52, and the B-1. This nuclear tradition would make Dyess AFB an excellent home for the Peacemaker Rail Garrison.

1 The Rail Garrison promises to provide a means of deploying the Peacekeeper which is low risk, low cost fully flexible and highly survivable. At a time when budgetary pressures are threatening many crucial defense programs it seems logical to go ahead with the Rail Garrison.

I sincerely appreciate your valuable time. If I may ever be of service to you, please do not hesitate to let me know.

Sincerely,

Jim Horn
Jim Horn
State Representative
District 59

JH:bdk



State of Texas
House of Representatives
Austin, Texas

RON LEWIS
STATE REPRESENTATIVE
P.O. Box 2910
Austin, Texas 78769
512/463-0566

May 27, 1988

COMMITTEES
REPUBLICAN CAUCUS
AGRICULTURE & LIVESTOCK
COUNTY AFFAIRS
HARVEST, ILLINOIS AND ILLINOIS

The Honorable Frank C. Carlucci
Secretary of Defense, Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

I would like to urge you to place the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene.

1 Not only do the people of Abilene support this program, but they would love to be the home of the Peacekeeper Rail Garrison. Abilene has a long tradition of contributing to the free world's defense. For over 30 years Dyess AFB has served as a SAC base, and the community actively promotes a close and strong relationship with Dyess. In fact the base's original 5,000 acres were donated to the Air Force by the community.

It is my opinion that the future home of the Peacekeeper Rail Garrison should be Dyess.

Thanking you for your consideration, I am

Sincerely,

Ron Lewis

Ron Lewis

RL/bj



State of Texas
House of Representatives

JIM McWILLIAMS
P.O. Box 2910
Austin, Texas 78769
512/463-0566

Committees
AGRICULTURE & LIVESTOCK
Chairman: Budget and
Overnight
Energy

May 31, 1988

Honorable Frank C. Carlucci
Secretary of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I am writing to encourage your Department's support of Dyess AFB as the site selected for the Peacekeeper Rail Garrison. The people of Texas are proud of the role that they have played in contributing to our country's defense system.

1 In particular, there is a deep sense of pride and tremendous support in the Abilene community for Dyess AFB and a long tradition of having played a role in our country's nuclear defense system.

I hope that you and the Department of Defense will grant Abilene and Dyess AFB the opportunity to provide the future home of the Peacemaker Rail Garrison.

Sincerely,

Jim McWilliams

Rep. Jim McWilliams

Jm/mdl



DOCUMENT 135

June 2, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D C 20301-1155

Dear Secretary Carlucci,

I am writing to you in regards to my wholehearted support of Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with U. S. railroads in our strategic weapons system.

Briefly, my reasons are two fold. First of all, I think Dyess Air Force Base is an extremely excellent location and secondly, this project certainly has the support of the people in this area.

Thank you for your consideration.

Sincerely,

Bob Melton
BOB MELTON
State Representative



HOUSE OF REPRESENTATIVES
AUSTIN TEXAS

DOCUMENT 136

June 17, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

The citizens of the state of Texas support a strong national defense as a deterrent to foreign aggression.

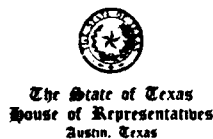
In response to Congressional direction that a more survivable basing mode be found for the 50 additional Peacekeeper missiles, the resulting Peacekeeper Rail Garrison plan is considering Dyess Air Force Base as a basing site.

Texas is home to many of the nation's major defense industries as well as 45 military bases. The opportunity to expand the role our state plays in the strategic defense of our nation, is welcomed not only by the residents of Abilene but also by all Texans.

I appreciate your favorable consideration of Dyess Air Force Base as the future home of the Peacekeeper Rail Garrison.

Sincerely,

Mike Millsap
MIKE MILLSAP
MM/jl



DOCUMENT 137

June 26, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

It is my understanding that Dyess Air Force Base, which is located near Abilene, Texas, is one of ten sites in the country being considered for the Peacekeeper Rail Garrison. I would like to register my strong support for this vital strategic program to be located in Texas.

For over 30 years Dyess AFB has served as a SAC base serving as a home to the B-47, the B-52, and the B-1. Texas is proud to be a home to a portion of the United States nuclear forces and will continue to promote a strong relationship with National Security.

Your favorable consideration of Dyess AFB for the site of the Peacekeeper Rail Garrison will be greatly appreciated.

Sincerely,

Alejandro Moreno, Jr.
Alejandro Moreno, Jr.
STATE REPRESENTATIVE



HOUSE OF REPRESENTATIVES

Representative Anna Mowery
3509 Hulen, Suite 112
Fort Worth, Texas 76107

June 7, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I would like to take this opportunity to express my support for Dyess Air Force Base as a site for the Peacekeeper Rail Garrison. I understand that the Peacekeeper Rail Garrison combines the existing Peacekeeper missile with U.S. railroads to improve our strategic weapons system.

Having once lived in Abilene, I know that the citizens there are proud to have Dyess Air Force Base in their city and I am sure that they would welcome the Peacekeeper Rail Garrison with equal enthusiasm. I know that I would certainly be proud to have this important weapon system based in Texas.

I hope that you will give careful consideration to Dyess Air Force Base when selecting a site for the Peacekeeper Rail Garrison.

Sincerely yours,

Anna Mowery
Anna Mowery
State Representative

AM/lw

DOCUMENT 138



The House of Representatives

COMMITTEES: CRIMINAL, JURISPRUDENCE AND CULTURAL AND HISTORICAL RESOURCES
A.R. AUGIE OVARD • STATE REPRESENTATIVE • DISTRICT 113

June 7, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense, The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

Just a short note to request that you give serious consideration to Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with U.S. railroads in our strategic weapons system.

Thank you for your hard work on behalf of our country's immensely important defense program.

Sincerely,

A.R. Augie Ovard
A.R. (Augie) Ovard
Dallas - District 113

802 - TELEPHONE: DUTY: 100 - DALLAS: 753-0500 - 214-761-0004



House of Representatives

P.O. BOX 2918 • AUSTIN, TEXAS 78769 • 512-463-8644

JIM PARKER
District 65
104 N. Austin
Comanche, Texas 76442
(915) 356-5262

Committee
Criminal Jurisprudence,
Vice-Chairman
Judicial Affairs
General Investigating

June 2, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Mr. Secretary:

How pleased I am to learn of a Peacekeeper Rail Garrison being proposed for Dyess AFB, Texas. Not only will the plan be considerably less expensive than the initial silo-based Peacekeeper missiles, but the mobility feature of the Rail Garrison should provide an added degree of security.

While I understand there are other locations being considered, I, of course, believe you will find no better site than Dyess AFB. The wonderful, patriotic people of the "Big Country" stand solidly in your corner. You can ask for no better support than that.

I respectfully urge your selection of Dyess AFB as one of the new locations for the Peacekeeper Rail Garrison.

Sincerely,

Jim Parker
Jim Parker

JP/mj



State of Texas House of Representatives

L. P. (Pete) Patterson
P.O. Box 1900
Austin, Texas 78769
(512) 463-0800

Route 1 Box 184
Brookston, Texas 75421
(214) 785-1708

June 7, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

This is to express my support for Dyess Air Force Base as the site for a Peacekeeper Rail Garrison. Abilene, Texas, home of Dyess Air Force Base, has in the past demonstrated its support for our nation's defense, and welcomes the opportunity to serve as the home for the garrison.

On behalf of the people of East Texas, I request your consideration of Dyess Air Force Base.

Sincerely,

L.P. (Pete) Patterson
L. P. (Pete) Patterson

LPP/ca

District 2 Lamar Delta Penins Hopkins



GLENN REPP STATE REPRESENTATIVE

P.O. Box 2910
Austin, Texas 78769
512-463-0508

607 N. Cedar Ridge, St. 224
Duncanville, Texas 75116
214-296-9958

June 2, 1988

Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Carlucci:

It is my understanding that Dyess Air Force Base, Texas, is being considered as a site for a Peacekeeper Rail Garrison. On behalf of the people of the great State of Texas, let me say that we would be proud to play such a major role in helping to deter global war.

Texans have a history of willingness to stand and defend against tyranny. We support the policy of peace through strength symbolized by the Peacekeeper missile. As you well know, Abilene is already home to a portion of America's nuclear forces and would welcome this additional strategic program into their community.

Please be assured that your affirmative decision to base the Peacekeeper Rail Garrison at Dyess AFB would be greatly appreciated. I'm sure you will find that the people of Abilene are living examples of the state motto, "Friendship."

Respectfully,

Glenn
Glenn Repp
House District 104

GAR/jt

Committee: Corrections and Liquor Regulation

2-64

The State of Texas
House of Representatives



P.O. BOX 2948
AUSTIN, TEXAS 78768
512 463-4888

Larry Don Shaw
DISTRICT 49

STATE 148
FEDERAL BUILDING
512 463-1211

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense, The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I am writing to urge your support for making the Dyess Air Force Base in Abilene, Texas the home for the Peacekeeper Rail Garrison.

As a State Representative for a very large section of West Texas, I can tell you that Abilene and all of West Texas has a long history of support for the strength of our armed forces. The community of Abilene has been home to the Dyess Air Force Base for over thirty years serving as home to the B-47, the B-52 and the B-1 programs. Dyess Air Force Base is a welcomed and strongly supported part of the West Texas community.

I urge your support for locating the Peacekeeping Rail Garrison here at Dyess Air Force Base in Abilene, Texas.

Sincerely,

Larry Don Shaw
Larry Don Shaw
State Representative
LDS/dv



Hugh D. Shine
State Representative

CAPITOL OFFICE
ROOM 1148
P.O. BOX 2207
AUSTIN, TEXAS 78768
512 463-0910

DISTRICT OFFICE
1 NORTH MAIN STREET
P.O. BOX 1287
TEMPLE, TEXAS 76788
817 771-0711

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense, Dept. of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Secretary:

I would like to add my support to that of the people of Abilene and West Texas for the Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with U.S. railroads in our strategic weapons system.

Dyess is one of ten sites being considered in the country and is the only site considered in Texas. I would appreciate your support in bringing this important strategic program to Texas.

Sincerely,

Hugh D. Shine
Hugh D. Shine

LABOR AND EMPLOYEE RELATIONS COMMITTEE, BUDGET & OVERSIGHT SUBCOMMITTEE
JUDICIARY COMMITTEE, BUDGET & OVERSIGHT SUBCOMMITTEE



State of Texas
House of Representatives
Austin

Richard A. Smith
State Representative

Capitol Office
P.O. Box 2910
Austin, Texas 78769
512 463-0688

June 6, 1988

District Office
KAY BOWEN DRIVE
Suite 301
Brown, Texas 77821
(409) 566-1224

The Honorable Frank C. Carlucci
Secretary of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

This letter is to offer my encouragement and support for the basing of the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene, Texas. Dyess is an ideal base to support this vital defense system, both administratively and logistically.

Foremost, Dyess has proven effective in administering new programs with its successful initiation of the B-1 program. Geographically speaking, Texas can offer efficient transportation of the missile with its centralized location and wide open areas within the state. Of equal importance, Texas can provide widespread and adequate railway tracks to support the system. Dyess is centrally located in the state, offering easy access to the railways.

At this crucial time of economic uncertainty in Texas, there is no doubt the Peacekeeper would have a positive and lasting economic impact in the state. The system also would have a positive impact on Texas land because it would use existing railway tracks, and silos would not have to be built.

Texans support this project and the strong defense posture of this administration. On behalf of citizens of this state, I ask your continued consideration of the significant contributions Texas has to offer this program. Thank you for your time in addressing these concerns.

Very truly yours,

Richard A. Smith
Richard A. Smith

Member Appropriations Committee
Member Elections Committee
Chairman for Budget & Oversight

Thomas 14
Brown County
Brown College Station



The State of Texas
House of Representatives
Austin, Texas

JOHN SMITHEE
DISTRICT 86
RANDALL AND DEAF
SMITH COUNTIES

P.O. BOX 2810
AUSTIN, TEXAS 78768
512 463-0702
P.O. BOX 18036
AUSTIN, TEXAS 78761
502 572-3327

June 14, 1988.

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

I strongly support Dyess Air Force Base as the site for the Peacekeeper Rail Garrison. Your consideration for Abilene, Texas will be appreciated.

Yours very truly,

John Smithe
John Smithe

JS/eh



The State of Texas
House of Representatives
Austin, Texas

MONTE STEWART
STATE REPRESENTATIVE
DISTRICT 92
P.O. BOX 2910
AUSTIN, TEXAS 78768
512-463-0522

DISTRICT OFFICE
816 WADE
BEDFORD, TEXAS 76022
817-266-1923

June 6, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I want to encourage you to select Dyess Air Force Base in Abilene, Texas as the site for the Peacekeeper Rail Garrison.

Abilene and the Fort Worth area, which I represent, have many financial and commercial ties since Fort Worth is known as the Gateway to West Texas.

1 Any program that brings more jobs to Abilene has a positive effect on the Fort Worth area and the entire State of Texas.

Thank you for your consideration of the Lone Star State for this project.

Sincerely,

Monte Stewart
MONTE STEWART
State Representative
District 92

MS/tw

REPRESENTATIVE
Mark W. Stiles



The State of Texas
House of Representatives
Austin, Texas

P.O. BOX 2910
AUSTIN, TEXAS 78768
(512) 463-0706
P.O. BOX 7413
BEAUMONT, TEXAS 77706
(409) 836-7360
(800) 367-5629

DISTRICT 21
LIBERTY CHAMBERS
JEFFERSON COUNTIES

COMMITTEES
COUNTY AFFAIRS
JUDICIARY
PUBLIC SAFETY
RURAL DEVELOPMENT

June 14, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci,

I am in support of the Dyess Air Force Base in Texas as the site for the Peacekeeper Rail Garrison. This particular region in Texas has previously welcomed several nuclear forces including the B-47, B-52 and the B-1 and would be an excellent location for the Peacekeeper Rail Garrison.

Thank you in advance for your consideration. Please feel free to contact me if I can be of assistance to you.

Sincerely,

Mark W. Stiles
Mark W. Stiles
State Representative
District 21

MMS/111



State of Texas
House of Representatives
Austin

JIM TALLAS
STATE REPRESENTATIVE
P.O. Box 2910
Austin, Texas 78768
(512) 463-0710

#1 Sugar Creek Center Bldg
Suite 101
Sugar Land, Texas 77478
(713) 242-4661

June 10, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I would like to go on record as strongly urging the Defense Department to support Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with U.S. railroads in our strategic weapons system.

1 Abilene, Texas has had a long tradition of contributing to the free world's defense. The community is a strong supporter of Dyess Air Force Base and is proud to be a home to a portion of America's nuclear forces.

I respectfully request your support.

Sincerely,

Jim Tallas
Jim Tallas

JT/rc

COMMITTEES State Affairs, Chairman of
Budget and Oversight
Appropriations
Calendar



State of Texas
House of Representatives

COMMITTEES:
Insurance
Transportation

M.A. TAYLOR
District 55
McLennan and
Falls Counties

June 3, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary,

1 We heartily endorse the concept of the Peacekeeper Rail Garrison and it is obvious usefulness as a deterrent.

We are extremely pleased to know that Dyess Air Force Base at Abilene is being considered as one of the sites for the Peacekeeper Rail Garrison. Since this is the only location being considered in Texas, we strongly urge your favorable consideration of Dyess Air Force Base as one of the sites.

Sincerely,

M.A. Taylor
M. A. Taylor
State Representative

MAT/ejp

Waco Office:
6601 Sugar #146
Waco, Tx 76710
817-774-6285

Waco Meeting Address:
P.O. Box 7801
Waco, Tx 76714

Austin Office:
P.O. Box 2910
Austin, Tx 78768
512-463-0712

DOCUMENT 155



State of Texas
House of Representatives

BARRY B. TELFORD
STATE REPRESENTATIVE
DISTRICT 1
DISTRICT OFFICE
4086 SUMNERHILL RD.
IRVING, TEXAS 75039
2-728004
AUSTIN OFFICE
P.O. BOX 2910
AUSTIN, TEXAS 78769
512-463-0882

COMMITTEES
CORRECTIONS
PUBLIC SAFETY

June 16, 1988

The Hon. Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301

Dear Secretary Carlucci:

I would like to inform you of my support for Dyess Air Force Base near Abilene, Texas, as the site for the Peacekeeper Rail Garrison.

I believe the Dyess site meets all Defense Department qualifications and would provide the necessary infrastructure for the system. The geography and location of the Dyess site would also seem to make it an ideal location.

Thank you for your consideration and I am sure the Department will give the Dyess site a fair hearing.

Sincerely,

Barry B. Telford

BBT/hw

DOCUMENT 156



Texas
House of Representatives

KEITH VALIGURA
STATE REPRESENTATIVE
DISTRICT 16
MONTGOMERY COUNTY

210 WEST DAVIS, SUITE 240
CONROE, TEXAS 77301
409-750-4332
713-384-0640

June 1, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

This letter is to inform you of our support for locating the Peacekeeper Rail Garrison in Abilene, Texas.

The economic climate in Texas has been suffering as you know, so the people of Abilene and Dyess Air Force Base will be most diligent in attending to this project. They have a long-standing record of support of the nation's defense efforts.

Please do everything in your power to see that the rail garrison is assigned to Abilene, Texas.

Sincerely,

Keith Valigura

DOCUMENT 157



State of Texas
House of Representatives
Austin, Texas

Dick Waterfield
STATE REPRESENTATIVE
DISTRICT 84

COMMITTEES
AGRICULTURE & LIVESTOCK
HUMAN SERVICES

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense, Dept. of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Secretary:

I would like to add my support to that of the people of Abilene and West Texas for the Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which combines the existing Peacekeeper missile with U.S. railroads in our strategic weapons system.

Dyess is one of ten sites being considered in the country and is the only site considered in Texas. I would appreciate your support in bringing this important strategic program to Texas.

Sincerely,

Richard A. Waterfield



P.O. BOX 2910 AUSTIN, TEXAS 78769 (512) 463-0470
108 NORTH 5TH STREET CANADIAN, TEXAS 77014 (800) 323-0141

DOCUMENT 158

State Representative
Foster Whaley

District Office
Route 1, Box 70
Pampa, Texas 79065
Office Phone: (806) 665-3552

State of Texas
House of Representatives

Austin Office
P.O. Box 2910
Austin, Texas 78769-2910
Office Phone: (512) 463-0736

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Carlucci:

I join U.S. Congressman Charles Stenholm, State Representative Bob Hunter, and many of our business, governmental and civic leaders in requesting that consideration be given to selecting Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

I believe that a strong national defense is one of the most important issues facing us today. Complacency is more dangerous than such diseases as lung cancer and heart disease because it affects not just many thousands, but millions of people. We must keep a strong defense system in this world of nuclear missiles.

The citizens of Abilene, as well as all of West Texas, would be honored to be a part of this strategic defense program and urge you to give serious consideration to locating the Peacekeeper Rail Garrison in Abilene, Texas.

Sincerely,

Foster Whaley

FW/cm

DISTRICT 84: Armstrong, Breesee, Childress, Collingsworth, Crosby, Dickens, Donley, Floyd, Gray, Hall, Lubbock (North rural), and Motley Counties.



State of Texas
House of Representatives
Austin

STEVEN D. WOLENS
STATE REPRESENTATIVE

June 1, 1988

CAPITOL OFFICE
P.O. BOX 210
AUSTIN, TEXAS 78768
TE: 461-5716
DISTRICT OFFICE
REPUBLICAN
ONE CLAY TOWER
400 E. SAUNDERS
DALLAS, TEXAS 75202
P.O. BOX 784132
DALLAS, TEXAS 75278
TE: 343-7832
OF: 343-8888

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Mr. Secretary:

I enthusiastically encourage your favorable support for Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

Abilene and all of West Texas is known for their contribution to the world's defense. Dyess Air Force Base desires this responsibility.

As an eight year member of the Texas House of Representatives, it is my judgment that the placement would be beneficial for the country and for Texas.

With kind regards,

Steven D. Wolens

Steven D. Wolens

SDW/cb



The House of Representatives

JERRY YOST • DISTRICT 7 • GREGG COUNTY • LONGVIEW, TEXAS

COMMITTEES
ENERGY
ARMY AND AIR FORCE
COMMITTEE
CULTURAL AND HISTORICAL
RESOURCES

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Secretary Carlucci:

Please allow this letter to stand in support of your selection of Dyess Air Force Base for the Peacekeeper Rail Garrison. Although the site selection of Dyess is not in my district, as a member of the Texas House of Representatives, my support reflects a continuing commitment to this state's role in our continuing military preparedness.

As the nation looks to Texas for its commitment to our military, Texas looks to the Department of Defense for those opportunities in participating in this most critical area. I feel your favorable consideration will be most welcome by both civilian and military personnel who are called upon to share in the responsibilities that Texas has so readily committed itself to in the past, the present, and for the future in dealing with our national defense.

Thank you for the opportunity of allowing my remarks to be submitted into the record.

Sincerely,

Jerry Yost
Jerry Yost

cc:

370

DISTRICT OFFICE P.O. BOX 2306 LONGVIEW TEXAS 75606 214/287-8488 ELIZABETH MURPHY LEGISLATIVE ASSISTANT



The Texas Legislature
House of Representatives
Austin, Texas

ROBERT EARLEY
STATE REPRESENTATIVE

DISTRICT OFFICE
113 N. WASHINGTON
BEVILL, TEXAS 78102
AC 512/268-6191

AUSTIN OFFICE
P.O. BOX 2810
AUSTIN, TEXAS 78768-2810
AC 512/482-0917

June 10, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I am writing to voice my support of Dyess Air Force Base, Abilene, Texas, as the site for the Peacekeeper Rail Garrison.

Dyess is strategically located in sparsely populated West Texas and expense would be minimal in building new railway lines, since the Texas-Pacific Railroad borders the base. In addition, Dyess is a large facility with adequate space which would enable it to be compatible with this national defense effort.

The citizens of Abilene and West Texas have an excellent reputation for supporting and working with Dyess AFB and its personnel. For more than thirty years, Dyess has been at the forefront of military preparedness and the peacekeeping effort, and I can think of no facility better-suited to be the home of the Peacekeeper Rail Garrison.

Sincerely,

Robert Earley
Robert Earley
State Representative

RE/abp

COMMITTEES - HUMAN SERVICES - WAYS & MEANS
3RD DISTRICT - GEE - KARNES - AND SAN PATRICK COUNTIES



The Senate of
The State of Texas

GRANT JONES
District 24

COMMITTEES
CHAIRMAN
FINANCE
MEMBER
ADMINISTRATION
ECONOMIC DEVELOPMENT
EDUCATION

June 9, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I would respectfully urge your favorable consideration of Abilene, Texas, as the new home for the Peacekeeper Rail Garrison.

Abilene has consistently been supportive of our nation's nuclear deterrent forces. Dyess Air Force Base was built on land contributed to the Air Force by the community, and a close cooperative relationship continues to be fostered by the community as a whole with the personnel and the purpose of the forces stationed at Dyess.

The people of Abilene have probably worked harder on base-community relations than any other municipality similarly situated in the country. The Air Force has on several occasions brought civilians in from other locations to see what an excellent job Abilene has done in maintaining an atmosphere of respect and support for its military installation.

Should the department choose to locate the Peacekeeper Rail Garrison in our area, I feel certain the decision would be welcomed with open arms.

Yours very truly,

Grant Jones
Grant Jones

cat

DOCUMENT 163

DON HENDERSON
DISTRICT 7
P.O. BOX 12008
AUSTIN, TEXAS 78711
512-463-0107

1915 PM 1088 WEST NO. 262
HOUSTON, TEXAS 77016
713-488-1877

*The Senate of
The State of Texas*

COMMITTEES
ECONOMIC DEVELOPMENT
JUDICIAL/LEGISLATIVE
STATE AFFAIRS

June 30, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Sir:

I understand that the Department of Defense is considering Dyess Air Force Base at Abilene, Texas as a site for the Peacekeeper Rail Garrison. I urge you to select Dyess AFB for this installation.

Dyess AFB is situated in a strategic location for quick and easy dispersion of the missiles should the need arise. The qualities of the base are well-known. It is the community and the state that I would like to bring to your attention.

The people of Abilene and the military community have a long history of cooperation and concern for each other. The base was established due to a community effort at the beginning. The people are proud of Dyess Air Force Base.

The citizens of Texas have been very supportive of our country's efforts to build a strong national security. They understand that a strong nuclear defense is a major deterrent to aggressive tendencies by other countries. Therefore, they welcome the opportunity to be a strategic part of that defense.

In Dyess Air Force Base, I believe you have all of the ingredients for a successful installation of the Peacekeeper Rail Garrison. I sincerely hope that you will give it every consideration.

Sincerely yours,

Don Henderson
Don Henderson

DN/zh

DOCUMENT 164

STATE OF TEXAS
HOUSE OF REPRESENTATIVES

P.O. BOX 2810
AUSTIN, TEXAS 78768
512-463-0718

P.O. BOX 1488
ABILENE, TEXAS 79604
817-677-0211



BOB HUNTER
DISTRICT 79

July 14, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I am pleased to wholeheartedly endorse the placement of the Peacekeeper Rail Garrison at Dyess Air Force Base at Abilene, Texas.

The Department of Defense could not find a more supportive community for this program. Abilene has had a long history of community and military cooperation, and this project would be no different. There is no question that the Dyess AFB location meets the technical needs for the program.

This defense system is vital to our national interest, and Dyess AFB would be an ideal location for a defense system of this nature.

Sincerely yours,

Bob Hunter
Bob Hunter

BH:cr

70TH LEGISLATURE COMMITTEE ON SCIENCE AND TECHNOLOGY, COMMITTEE ON ELECTIONS, BUDGET AND OVERSIGHT SUB-COMMITTEE

DOCUMENT 165



State of Texas
House of Representatives
Austin

Bill Arnold
State Representative
District 108
P.O. Box 2810
Austin, Texas 78768
512-463-0884

June 9, 1988

Committee
Elections
Public Safety

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

We are in strong support of Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

Our investigation has revealed that the community of Abilene as well as the Chamber of Commerce are very supportive of this project and have pledged their support in the accomplishment of this endeavor. The track record shows that there has been a long standing rapport between the citizens and the military.

Our investigation also shows that geographically Abilene would rank very high against the other nine sites by being able to utilize their existing railroad capabilities in Texas for use in this particular strategic weapon system.

The State of Texas has long been recognized as a state that exhibits political support toward the Armed Forces. It is our opinion that to locate the Peacekeeper Rail Garrison at Dyess Air Force Base would even strengthen that support. We would appreciate a positive response to this very important issue.

Sincerely,

Bill Arnold
Bill Arnold

BA/blh

DOCUMENT 166



The Senate of
The State of Texas
Austin

BOB GLASGOW
STATE SENATOR
DISTRICT 22

June 21, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I would like to add my support for the location of the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene, Texas.

I represent Senatorial District 22 in the Texas Senate. This District lies just to the East of Dyess Air Force Base, and most of my constituents will be directly affected by the location of the Peacekeeper Rail Garrison in Abilene. This area has been severely affected by the oil and gas industry in Texas. The people in this area are very supportive of the military and certainly of Dyess Air Force Base.

I believe this area offers all of the benefits needed to support this program and want to work with you and the Department of Defense to achieve the placement of the Peacekeeper Rail Garrison in Abilene.

Very truly yours,

Bob Glasgow
Bob Glasgow

BG/gec

DOCUMENT 167



The Senate of
The State of Texas

HUGH FARMER
District 12
Fort Worth

CHAIRMAN
Interdepartmental Relations
MEMBER
Administration
Health and Human Services
State Affairs

June 20, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of the Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I am writing in support of locating the Peacemaker Rail Garrison at Dyess Air Force Base, Abilene, Texas. For many years Texas and Texans have dedicated themselves to the full support of the United States Military. Texas is blessed with many highly skilled civilian and service personnel who call Texas home.

Among those sites which have deep roots and long ties to Texas, and the Defense system of the United States, is Dyess Air Force Base. At Dyess the Peacemaker Rail Garrison would find a suitable home. I think Dyess is logical, as well as economical and effective, since it is a strategic military installation and is readily accessible to 170,000 miles of rail lines.

I would hope that the people of Abilene, and all of Texas, could look to you to recognize the historical support we have provided to the United States Military and note that the Peacemaker Rail Garrison should be located at Dyess.

Thank you for your consideration.

Sincerely,

Hugh Farmer
Hugh Farmer
Senator

HP/rh

P.O. Box 12068 Austin 78711 512/463-0112

1100 Texas Street Fort Worth 76102 817/332-2444

DOCUMENT 168



The Senate of
The State of Texas
Austin 78711

KENT A. CAPERTON
State Senator
District 5
P.O. Box 17088
Austin, Texas 78711
512/463-0108
4201 Carter Creek Parkway
Suite 200
Bryan, Texas 77801
409/626-7612

Committee
JUDICIARY
Chairman
FINANCE
STATE AFFAIRS
ADMINISTRATION

June 24, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

State Senator Grant Jones (D-Abilene) has asked that I lend my support to the selection of Dyess Air Force Base as the site for the Peacekeeper (MX Missile) Rail Garrison.

I understand from Senator Jones that the Abilene community wholeheartedly supports the selection of their area as the site for the MX Missile, which is consistent with their general patronage of Dyess AFB's existing status as the site for other nuclear weapons such as the B-47, the B-52, and the B-1.

I appreciate your consideration.

Sincerely,

Kent A. Caperton
Kent A. Caperton

KAC:je

cc: Senator Grant Jones

DOCUMENT 169



Texas State Senate
P.O. Box 12068
Austin, Texas 78711
(512) 463-0127

SEN. HECTOR URIBE
67TH DISTRICT, TEXAS

DISTRICT OFFICE
Brownsville (512) 541-4321

July 18, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

It is with confidence that I offer our support for the deployment of the Peacekeeper Rail Garrison at Dyess Air Force Base, Texas.

The people of Abilene and Dyess Air Force base (AFB) have been and will always be committed to preserving our peace. This commitment coupled with the awesome capabilities of the Peacekeeper Rail Garrison are sure to produce a weapon system of superior quality.

The great state of Texas and Dyess AFB would be proud to be called home by the Peacekeeper Rail Garrison.

Sincerely,

Hector Uribe
Hector Uribe

HU/dgg

cc: Rep. Bob Hunter
Sen. Grant Jones

DOCUMENT 170



Senate Chamber
Austin, Texas 78711

DEAN OF THE SENATE
CHAIRMAN
HEALTH AND HUMAN SERVICES
VICE CHAIRMAN
ADMINISTRATION
MEMBER
EDUCATION
FINANCE
NOMINATIONS
RULES
PRESIDENT PRO TEMPORE (1992)

June 10, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
United States Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

Dyess Air Force Base, headquarters of the 12th Air Division, Strategic Air Command, and located 6 miles west-southwest of Abilene, Texas, is being considered as a site for the Peacemaker Rail Garrison.

Texas proudly has been one of the leading states in military activities since 1845, and became the birthplace of military aviation when Lieutenant Benjamin D. Foulois flew an army airplane at Fort Sam Houston on March 2, 1910.

Citizens throughout Texas have embraced the strong military presence in our state, and reciprocation by military personnel is evidenced by the large number who make Texas their permanent home after they retire.

Abilene, an agribusiness city of 109,000 people and strategically located on prairie land in central Texas with three nearby lakes and a state park, has played an important part in the state's military heritage. The city has two universities, one four-year college and a junior college branch. Annual recreational activities include the Texas Cowboy Reunion and the West Texas Fair.

Citizens of Abilene have been enthusiastic in their support for Dyess AFB, and they would welcome the honor of being home to a Peacekeeper Rail Garrison. I feel, therefore, that Dyess AFB would be an excellent choice as a site for the Peacekeeper Rail Garrison.

Sincerely,

Chet Brooks
Chet Brooks

CB:pbmh

ROY BLAKE
President Pro Tempore

P.O. Box 713
AUSTIN, TEXAS 78768
(512) 463-0175

SENATE CHAIRMAN
P.O. Box 12889
Austin, Texas 78711
(512) 463-0183

**The Senate of
The State of Texas**

Committee
Chairman
ADMINISTRATION
JAC CHAIRMAN
STATE AFFAIRS
RULES
MEMBERS
ECONOMIC DEVELOPMENT
FINANCE
NOMINATIONS
SAC OF COMMERCE
LEGISLATIVE COUNCIL
STATE CAPITOL
PRESERVATION BOARD
EXECUTIVE COMMITTEE ETC

June 10, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Mr. Secretary:

This letter is written in support of making Dyess Air Force Base the site for the Peacekeeper Rail Garrison.

Dyess Air Force Base's original acres were donated to the Air Force by the community and it continues to receive strong support from Abilene and the surrounding area. For over 30 years Dyess Air Force Base had been a part of the Strategic Air Command and has served as home for the B-47, B-52, and the B-1 Bombers. I as well as the people of Abilene and West Texas strongly support the location of the Peacekeeper Rail Garrison at Dyess Air Force Base.

We will greatly appreciate your support as well.

Sincerely,

Roy Blake
Roy Blake
RB/em



**State of Texas
House of Representatives
Austin**

RICHARD J. "DICK" BURNETT
DISTRICT 66
STERLING COKE
TOM GREEN, MITCHELL
COUNTIES

June 9, 1988

P.O. BOX 2910
AUSTIN, TEXAS 78768
512-463-0472

P.O. BOX 5447
SAN ANGELO, TEXAS 76902
915-655-1942

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci,

As a member of the Texas House of Representatives I naturally support any measure that will benefit the state, economically or otherwise.

However, the placement of the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene, Texas would benefit more than just the citizens of Texas. It would benefit all American citizens. I have been informed that of the ten bases being considered, the total cost for the entire project is lowest at Dyess AFB. Only 1.7 miles of additional railroad is needed and the Texas climate allows for continual access without worry of snowstorms in the winter time.

Due to the strong community support in Abilene for the project and the above reasons, I gladly add my name to the list of those supporting the Peacekeeper Rail Garrison's installation at Dyess Air Force Base.

Sincerely,

Dick Burnett
Dick Burnett

DB/jc

GERALD GEISTWEIDT
STATE REPRESENTATIVE

**State of Texas
House of Representatives**

DISTRICT 61

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0488
P.O. BOXES 6
ABILENE, TEXAS 79601
(512) 347-0888

June 7, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Mr. Secretary:

This letter is written in support of Dyess Air Force Base as the site for the Peacekeeper Rail Garrison which will combine the existing Peacekeeper Missile with U. S. railroads in our strategic weapons system.

It is my understanding that Dyess A.F.B. located in West Texas has served as a SAC base for over 30 years with strong community support. The people of Abilene and West Texas are supportive of this strategic defense program and would welcome Dyess A.F.B. being chosen as the site.

Your strong consideration of Dyess A.F.B. as the site would be most appreciated.

Sincerely,

Gerald Geistweidt
Gerald Geistweidt
/sdm

TEXAS HOUSE OF REPRESENTATIVES



GIBSON D. (GIB) LEWIS
SPEAKER

June 8, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1155

Dear Secretary Carlucci:

I want to add my name to others who have voiced their support of Dyess Air Force Base in Abilene, Texas as the site for the Peacekeeper Rail Garrison. It is my understanding that the Abilene site is the only Air Force Base in Texas to make the short list.

I'm confident that you will be impressed with the local and state support during your public hearing in Abilene. The people of West Texas look forward to continuing to serve their country's national defense system.

Sincerely,

Gib Lewis
Gibson D. (Gib) Lewis
Speaker

GDL/jcm



State of Texas
House of Representatives
Austin

Frank C. Carlucci
1117 E. 11th St.
Austin, Texas 78701
(512) 463-0480

June 1, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Secretary Carlucci:

As a member of the Texas Legislature and a former member of the U. S. military, I am writing to express my support of Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

If you bring that defense critical new addition to our strategic weapons system to Texas, I can promise you perhaps the important thing of all. You will have the full and total support of the patriotic and informed citizens of Abilene and the surrounding area. Texas will welcome the new military units as it has always done -- with open arms and generous support. Nowhere in America will you find the receptive, pro-military environment you find in Texas. This is especially true of Abilene where the base and city have existed in harmony for decades. We are very proud of our military bases and try to show that fact anytime and anyway we can.

I know other states in contention for the Peacekeeper Rail Garrison also have good points. But they are not Texas and at the risk of sounding a bit proud, I think that just about says it all.

Thank you for your time and consideration.

Respectfully,

Alan Schoolcraft
State Representative

P.O. Box 2910 • Austin, Texas 78769 • (512) 463-0480

Texas
House of Representatives

ERWIN W. BARTON

P.O. Box 2870 Austin, Texas 78768 (512) 463-0480
1702 STRAWBERRY BLVD. 300 PASADENA, TEXAS 77502 (713) 475-5899

June 14, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, DC 20301-1155

Dear Mr. Secretary:

As one of the ten sites under consideration I would like to encourage the selection of Dyess Air Force Base in Abilene, Texas as the home base of the Peacekeeper Rail Garrison.

The entire community of Abilene is very supportive of this project and have a long history of involvement with Dyess Air Force Base. All of us in Texas recognize the importance of being committed to our nation's defense efforts.

Your favorable consideration of Dyess Air Force Base as home for the Peacekeeper Rail Garrison would be greatly appreciated.

Sincerely,

Erwin Barton

Erwin Barton

EWB:jv

District 140
12th Avenue
Houston, Texas 77026
(713) 964-2202

Texas
House of Representatives
P.O. Box 2910
Austin, Texas 78769

WELDON BETTS
State Representative
(512) 463-0480

June 27, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I join my colleagues in the Texas House of Representatives and Texas Senate along with other business, governmental and civic leaders in supporting Dyess Air Force Base as the site for the Peacekeeper Rail Garrison. This would combine the existing Peacekeeper missile with the U.S. railroads in our strategic weapons system.

It is my sincere hope that you will give every consideration to Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

Sincerely,

Weldon Betts
Weldon Betts

The Senate of The State of Texas

BOB McFARLAND
State Senator

P.O. Box 2068
Austin, Texas 78768
(512) 463-0480

P.O. Box 3080
Angleton, Texas 77601
(409) 463-2626

June 16, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I would like to take this opportunity to express my support for Dyess Air Force Base as the site for the Peacekeeper Rail Garrison.

Texans have a long history of supporting deterrence as the best defense for insuring peace. The Abilene, Texas area proudly raised funds to purchase and donate to the Air Force 3,500 of the original 5,000 acres comprising Dyess Air Force Base. For over 30 years Dyess AFB has served as a SAC base while enjoying a close relationship with the surrounding community. The citizens of Abilene and West Texas are proud of their ties to our nation's nuclear defense.

I don't think you will find a more hospitable area anywhere in our nation than Abilene for the Peacekeeper Rail Garrison and, once again, I heartily recommend Dyess AFB to you as the site for this integral national defense program.

Yours truly,

Bob McFarland

BMc/bh

CRIMINAL JUSTICE
FINANCE
STATE AFFAIRS
NOMINATIONS



CHET EDWARDS
STATE SENATOR
DISTRICT 8

**The Senate of
The State of Texas
Austin 18111**

DOCUMENT 179

June 17, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

I respectfully request your inclusion of my name to the growing list of those who support the selection of Dyess Air Force Base and Abilene, Texas as the site for the Peacekeeper Rail Garrison.

In keeping with its tradition of contributing to the free world's defense, Abilene proposes an excellent home for the Peacekeeper. Through the strong community support of the military base, beginning with the original donation of 5,000 acres to the installation, West Texans are rallying together once again in their attempt to bring the Peacekeeper Rail Garrison to Texas.

Following the outbreak of the Korean War, Dyess Air Force Base was reactivated as a Strategic Air Command installation. Operating as a SAC base, Dyess has served as the home to the B-47, the B-1, and the B-52 whose mission was to provide a deterrent force in the event of an international crisis. Bearing in mind both the reputation and capability of Dyess Air Force Base as a provider of worldwide tactical support in the form of men, women, and equipment, West Texans and all of Texas are prepared to receive the Peacekeeper Rail Garrison.

Texas' history boasts that Texans are proud of our free world. We offer our state as a home for the Peacekeeper Rail Garrison to reinforce our commitment to the free world's defense.

Sincerely,

Chet Edwards

Chet Edwards
State Senator

CE.kjh.prg.1

P.O. BOX 12008 AUSTIN 78711 512/463-0108
DUNCANVILLE DISTRICT OFFICE PHONE 214/786-1821 WACO DISTRICT OFFICE PHONE 817/787-2882

DOCUMENT 181



JOHN LEEDOM
District 16
3808 Ross Avenue
Dallas, Texas 75201
(214) 824-3001

P.O. Box 12008
Austin, Texas 78711-0008
(512) 463-0118

**The Senate of
The State of Texas
Austin 18111**

July 5, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

Peace of our nation and its security is important to the people of Texas. Dyess Air Force Base is one of the ten sites in the country being considered for the Peacekeeper Rail Garrison.

Dyess is housing a portion of our nuclear forces and ready to add the Peacekeeper Rail Garrison.

I support this vital strategic program and its location in Abilene.

Cordially,

John N. Leedom

John N. Leedom

JNL/tp

cc: Honorable Grant Jones
State Senator District 24

COMMUNITY
ECONOMIC DEVELOPMENT
INTERGOVERNMENTAL
RELATIONS
(Vice Chairman)
STATE AFFAIRS

DOCUMENT 180



The Senate of The State of Texas

District Office

P.O. Box 12007
Austin 78712-0007
512/772-1291

Judith Zaffirini

State Senator, District 21

June 13, 1988

Committee
Health and Human Services
Intergovernmental Relations
Natural Resources
The Committee on Health

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

Please accept this letter as an indication of my full support for locating the Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene, Texas.

Abilene has long exhibited a tradition of contributing to the free world's defense through its full support of Dyess Air Force Base. The community and all of West Texas has actively promoted a close and strong relationship with the air base and its personnel.

Citizens of the Lone Star State are proud of the many defense installations located here. We would welcome the opportunity to be home to this vital strategic program and ask for your favorable consideration.

Very truly yours,

Judith Zaffirini
Judith Zaffirini

JZ/dr

P.O. Box 12008 - Austin, Texas 78711 - 512/463-0121

DOCUMENT 182

*As Public Affairs Rep of General Dynamics Abilene
Factory - the largest manufacturing employer in Abilene
We would welcome the Peacekeeper Rail Garrison to
Abilene.*

*General Dynamics strongly supports a
strong defense for our nation. We believe Abilene
would be the best site for the Peacekeeper
Rail Garrison. Abilene offers an excellent work
force. Recently G.D. opened a new facility here in
Abilene to assemble parts for the world's first
tactical fighter - the F-16. We had more than
4,000 applicants for the new jobs. Abilene believes
in a strong defense and defense program well
supported by the community.*

*General Dynamics has received overwhelming
community support since coming to Abilene ten
years ago. We believe in a strong country. We
support basing the Peacekeeper Rail Garrison
in Abilene.*

*Bruce R. Condit
1410 Weavers Way
Abilene, TX*



THE ATTORNEY GENERAL
OF TEXAS

JIM MATTOX
ATTORNEY GENERAL

May 31, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

The purpose of this letter is to support the application of Dyess Air Force Base as a possible site for the Peacekeeper Rail Garrison. Throughout the years, Dyess Air Force Base has done a fine job for the United States of America and the people of Abilene have been strongly supportive of each and every program which has been conducted by the Air Force.

I would appreciate your consideration and support on behalf of Dyess Air Force Base in locating the Peacekeeper Rail Garrison at Dyess. Thank you very much for your consideration and support.

Very truly yours,

Jim Mattox

Jim Mattox
Attorney General of Texas

818-472-2549 RE FREEMAN COURT BUILDING AUSTIN, TEXAS 78711-0518

DOCUMENT 183

DOCUMENT 184

RAILROAD COMMISSION OF TEXAS
FOURTH FLOOR
AUSTIN TEXAS 78701

JAMES E. HUGENT
CHAIRMAN

July 20, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Mr. Secretary:

As Chairman of the Texas Railroad Commission I want to express my strong support of Dyess AFB, Texas as a home for the Peacekeeper Rail Garrison System.

Abilene has a long history of supporting the military, including tactical and strategic units and missile installations. Because of the strategic and environmental contributions of the area, I hope you'll select Abilene and Dyess AFB, Texas for the Peacekeeper Rail Garrison System.

I grew up in the San Angelo area not far from Abilene and am well acquainted with the strong patriotic nature of West Texans. Also, that country is extremely well suited for location of the Peacekeeper Rail Garrison System. Our railroad network in West Texas is in good condition and is accessible for moving or static deployment.

The people of the Abilene area support this vital part of our national defense and I join in their enthusiasm and support of the mission of Dyess with the Peacekeeper.

If there is anything my office can do please call. We will be happy to assist you and your efforts.

Sincerely,

James E. Hugent
James E. (Jim) Hugent

JEM/el



DR. WIL E. KING
DISTRICT GOVERNOR, DISTRICT 2 E1
TEXAS 1978-1980
2510 CRESCENT DRIVE
ABILENE, TEXAS 79605

THE INTERNATIONAL ASSOCIATION OF
LIONS CLUBS
(Lions Clubs International)

DOCUMENT 185



JAMES E. HEANEY
CABINET SECRETARY-TREASURER
10 GREEN BAY CIRCLE
ABILENE, TEXAS 79602

July 25, 1988

Colonel Michael McShane,
Staff Judge Advocate,
United States Air Force,
United States of America.

Dear Colonel McShane:

Thank you for the opportunity to speak to you in support of the Peacekeeper Rail Garrison. These words are spoken humbly, yet they come from deep inside my heart and mind. I volunteered to represent the thoughts and ideas of my service club, the Abilene Cactus Lions Club. We are one club of some 38,000 clubs in over 160 countries throughout the free world. Our motto is "WE SERVE". L.I.O.N.S. stands for Liberty, Intelligence, Our Nations Safety.

This area is surrounded by old forts that were built and maintained by the military to protect and help the early settlers of the western part of this nation. We are extremely proud of this early heritage and have gone and will go to extreme measures to preserve this tradition.

It was my good fortune to have been born and raised here in Abilene by Christian parents who took an active interest in a great church. We are blessed with many faiths and numerous denominations here.

DOCUMENT 185

Page 2

Our city has many fine Boy Scout troops. It was in one of these troops that my son and I attained the rank of Eagle Scout. The worldwide Boy Scout motto of "BE PREPARED" was indelibly ingrained in our lives.

So it is with this insight, that I encourage your consideration to bring to fruition Dyess Air Force Base as one of the sites for the Peacekeeper Rail Garrison.

Sincerely yours,

William E. King
William E. "Bill" King

DOCUMENT 186

June 1, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1155

Dear Secretary Carlucci:

I support locating the proposed Peacekeeper Rail Garrison at Dyess Air Force Base in Abilene, Texas. Should Congress adopt this method of deploying Peacekeeper missiles, I believe that locating the garrison at Dyess would enhance the effectiveness of our nation's strategic weapons system.

Abilene's Dyess Air Force Base has served the nation well as a SAC base for over 30 years. This base's contribution to our national security is due in no small part to the support of the community which welcomed it to Texas.

The people of Texas have always advocated a strong national defense as a deterrent to war. I urge you to rely on Abilene and Dyess AFB as a key element in preserving peace.

Sincerely,



GM:LS:sc

Gary Mauro
Commissioner
General Land Office
Supran. F. Austin Building
1700 North Congress Avenue
Austin, Texas 78701
512 4635296

DOCUMENT 187

Col. McShane and other representative's of the United States Air Force, welcome to Abilene.

My name is Samuel B. Matta, I currently serve as Justice of the Peace for Taylor County, Pct 1, Pl 2, and as the only hispanic elected official in the Big Country, it is with great honor that I address you on the issue before us.

Gentlemen,

Whereas: America is the precent nation on the face of the earth, and

Whereas: There exist those in the world, who are determined to change that fact by constantly threatening American and World Peace alike; and

Whereas: We as Americans are charged with defending the honor of our forefathers who gave their all, so that we might enjoy peace and freedom for ages to come, and

Whereas: We the citizens of Abilene love our country and all it stands for, and

Whereas: Abilene and Dyess have, what we consider, an excellent and unique relationship in our joined effort to keep the peace of our beloved nation, and

Whereas: The Peacekeeper Rail Garrison is a weapons system which all America can be proud of, as a deterrent of enemy aggression.

DOCUMENT 187

We the People of Abilene gladly and strongly support its implementation and of course, as always, we would welcome the project into our home with open arms, for there is no greater honor or sense of patriotism than to be part of the defense of "the land of the Free and the home of the Brave."

If I might add, as a representative of the people of Abilene and Taylor County, Gentlemen, you may search "From the mountain, to the valley, to the ocean white with foam", but nowhere will you find a more supportive or patriotic People than the citizens of Abilene and the Big Country.

Col. McShane, the late president John F. Kennedy challenged us with the words: "Ask not what your country can do for you, but ask what you can do for your country." Well Sir, we have asked the latter of the two questions and have been given the opportunity to provide a home for the Peace-Keeper Rail Garrison, and all I can say is "We stand ready and committed to the task before us."

Thank You!!

*presented to the citizens upon meeting on opening
the Peacekeeper Rail Garrison for Dyess Air Force Base.
July 25th 1988.*

DOCUMENT 188

STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN TEXAS 78711

WILLIAM P. CLEMENTS JR.
GOVERNOR

July 14, 1988

The Honorable Frank C. Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20310-1155

Dear Frank:

I had the pleasure of receiving a copy of the United States Air Force's Draft Environmental Impact Statement (DEIS) on the Peacekeeper Rail Garrison Program. This program promises a safe, reliable, and secure mobile basing mode for the 50 Peacekeeper MX missiles which have been authorized by Congress. Certainly, this method of deployment will allay any Congressional concerns about the survival rates of Peacekeeper missiles, as any enemy would be faced with the formidable task of successfully attacking an array of rail-based missile launchers travelling across the nation's rail network.

The DEIS lists Dyess Air Force Base in Abilene as a potential rail garrison site. The DEIS explains that a rail garrison could be placed at Dyess without any adverse impacts to the community, unlike many other sites which pose various environmental difficulties. The rail garrison construction program would directly create over 500 local jobs, with total long-term direct and indirect program-related employment of 555 jobs. Project employment will pump \$26 million into the local economy during the construction phase and will result in a increase of \$10.4 million in personal income in the Abilene area over the long-term operation of the garrison facility.

This type of economic impact would be a tremendous boost for this west Texas city. I am committed to expanding the number of federal facilities in our state as they provide substantial direct and indirect economic benefits.

I urge you to consider the findings of the DEIS on this program, which indicates that Abilene's Dyess Air Force Base would be one of the best possible sites for a Rail Garrison unit. I enthusiastically support the Peacekeeper Rail Garrison Program and am confident that the Congress will appreciate the benefits of this significant addition to our overall national defense.

The Honorable Frank C. Carlucci
July 14, 1988
Page 2

The citizens of the State of Texas are proud of the role we play in preserving our national security and look forward to this opportunity to make additional contributions.

Sincerely,

W.P. Clements, Jr.
William P. Clements, Jr.
Governor

WPC:RL/er/lm

cc: The Honorable Lloyd Bentsen

The Honorable Phil Gramm

The Honorable Charles Wilson

The Honorable Marvin Leath

The Honorable Ronald Coleman

The Honorable Solomon P. Ortiz

The Honorable Albert G. Bustamante

The Honorable Tom Delay

The Honorable Mac Sweeney

The Honorable Bob Hunter

The Honorable Dale E. Ferguson
Mayor
City of Abilene

Dick Dickinson → 2146 Beech St Abilene TX 79601
NOT mentioned in the thick environmental
Report.

1. desert - the people there
2. We find some Bitter 15000 from Dyess
3. Bahqueen every day year
Abilene town & supports Dyess 150%.
4. ~~Franklin Dena~~ - ~~there~~ -
Santa Fe - Mission Pacific -
United Valley
Roscoe Snyder & Pacific
5. Water sediment. New Water line from
Lake near Buckhorn ridge. And
New large lake now being constructed
Southwest of Abilene.
6. Abilene's acceptance is proven by
the recent members of Dyess people
who serve at Dyess and retire here -
7. Climate - you don't shovel snow
here - no snow. Just jack rabbits
kattle snakes and choppers all -
8. ~~low impact is even~~
Our environmental impact chart is
actually better than shown because
of mitigating factors. ~~not~~ that are
important to the overall picture.
9. One of the cheapest sites to build.
10. Educational - 3 major Colleges and
universities plus technical and business
colleges.
11. We have over 80 churches here and,
you will find a church for any one

From yauve to delmont,
Katholic or even a hard
Shell Baptist. They are all here.
57 hours from DFW 7+ North Dallas
Six flags - Waterworld and all
other.

1 Here even a High Brow
sympathetic Orchestra here
playing symphonic music.
Soft Courses = ^{movie} Classic Theatre = and
2 locally supported ~~low~~ Live
Theatres, Base Ball Parks,
West Texas Rehabilitation Center
and an excellent Hospitals = 3 each =

One Final Word, = a recent survey
quoted the following predictions
on the Peace Keeper funding.

If Bush is elected - 78% - 84%
Dukakis - - - - 20 to 25%
Let us remember that on NOV 2nd
when we vote,
We want and will ~~then~~ act to
get the Peace Keeper

Thank you

Schools no problem - GOOD EDUCATION - OPPORTUNITIES
3 Leading Colleges or Universities there,
plus technical schools, 80 churches, more than
adequate shopping, ^{close by} and entertainment
FACILITIES ^{close by} - good FISHING, BASS +
STRIPERS

Abilene should be the operations Base
instead of Ft. Worth. ^{SAVING OUR}
government millions of dollars!

DUE TO THE ease of installation, and
facilitation of on Base and on line
assets make Abilene the BEST location
for even the Headquarters location.
We need - WE WANT - WE WILL 150% Support
THE PEACE KEEPER PROGRAM! ALL THE WAY!
WE WANT IT & WE WILL BUST OUR BRITCHES
TO GET IT! Abilene is the BEST CHOICE
FROM ANY POINT OF VIEW! COME LIVE
WITH 125000 FRIENDLY APPRECIATING
PEOPLE! IN ABILENE!



SWEETWATER, TEXAS 79556

COUNTY JUDGE
Terry Julian
P. O. Box 1201
915/235-2263

April 1, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Nolan, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its' Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

TERRY JULIAN
Nolan County Judge

TJ:lf

Send Opportunity Inquiry



SWEETWATER, TEXAS 79556

COUNTY JUDGE
Terry Julian
P. O. Box 1201
915/235-2263

SUPPORT FOR PEACEKEEPER "RAIL GARRISON"

The most basic national security objective of the United States is to preserve today's peace and prevent tomorrow's war. Deterrence of nuclear attack is based on the quality and preparedness of our strategic forces, and our nation's ability to employ them if necessary.

The nation is now deliberating deployment of PEACEKEEPER missiles in "Rail Garrison" basing.

To set the stage for the rail garrison we must consider this concept from a "back to basics" approach. We need to consider why we have ICBM's and why it's important to keep that force effective; why we need PEACEKEEPER; and why rail garrison makes "good sense" strategically, militarily, and economically.

ICBM's provide capabilities, that strengthen our strategic defense and contribute to Soviet deterrence. The Soviets know our ICBM's capabilities, and that knowledge strengthens our defensive posture.

ICBM's are based within our borders. Any attack against them on our territory is clearly an attack upon the United States.

ICBM's provide the "lowest cost" strategic deterrence. The cost is about 12 percent of the total operations and support funding for our strategic offensive forces.

ICBM modernization has received bipartisan support from leaders of both political parties and the last four administrations.

PEACEKEEPER capabilities are necessary to carry out our nation's strategy for deterring the Soviet Union.

PEACEKEEPER has the accuracy and rapid response needed to hold back the threat of Soviet nuclear forces, therefore we have the ability to

Send Opportunity Inquiry

disrupt a Soviet nuclear attack in its initial phases, and it lessens Soviet confidence in a successful first strike.

PEACEKEEPER gives the capability we need to deter the Soviets. It's here; it works; it's on schedule, on cost, and on target. It is a proven success.

Rail garrison is a very practical, affordable concept. Most of the equipment needed is already available. The system would use existing bases and rail lines. The missile is the world's best and it is already developed. Those factors make rail garrison available quickly.

Since the missile-carrying trains would leave their garrison bases and disperse on commercial tracks only during crises, there would be no environmental impact or public interface except in times of national emergency. With the nation under threat of attack, there is every assurance that the American people would be supportive.

PEACEKEEPER in rail garrison is a vital national program. As we assess the concept objectively, from a "what's best for the country" perspective, we in Nolan County Texas, neighbors to west of Dyess AFB, support the PEACEKEEPER Rail Garrison System.

Sincerely,

Terry Julian
Nolan County Judge

TJ:cm



SWEETWATER, TEXAS 79556

COUNTY JUDGE
Terry Julian
7 & 8th 1981
8116 128 1285

SUPPORT FOR PEACEKEEPER
"RAIL GARRISON"

The most basic national security objective of the United States is to preserve today's peace and prevent tomorrow's war. Deterrence of nuclear attack is based on the quality and preparedness of our strategic forces, and our nation's ability to employ them if necessary.

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Best Opportunity Begins

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PEACEKEEPER in rail garrison is a vital national program. As we assess the concept objectively, from a "what's best for the country"

perspective, we in Nolan County Texas, neighbors to west of Dyess AFB, support the PEACEKEEPER Rail Garrison System.

Sincerely,

Terry Julian
Terry Julian
Nolan County Judge

TJ:cm

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Munday, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Walter M. Hertel
Walter M. Hertel, City Adm.
Box 39, Munday, Texas 76371

In regular session of the Munday City Council on April 12th, 1988 Brown moved the above resolution be passed. Andrade seconded the motion. Voting for were Brown, Andrade, Tidwell, Tucker and Albus. Noes, None. Carried.

DOCUMENT 192

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of *Kent*, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Frank Carlucci
County Judge

DOCUMENT 193

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of *Haskell*, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Ray McElroy

DOCUMENT 194

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of *Roby*, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

MAYOR- *Meroy*

DOCUMENT 195



MACK KNIFFEN
COUNTY JUDGE CALLAHAN COUNTY
BAIRD TEXAS 79804
915-954-1155

April 4, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Callahan, Texas certainly supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce to be selected as one of America's sites for the Peacekeeper Rail Garrison Missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Mack Kniffen
Mack Kniffen

MK:aw

DOCUMENT 196

RUNNELS COUNTY



MICHAEL B. MURCHISON
COUNTY JUDGE

VONDANE JONES
SECRETARY

PHONE 915-363-2633
BALLINGER, TEXAS 76821

April 4, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Runnels, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Michael B. Murchison
Michael B. Murchison
County Judge
Runnels County, Texas

MBM:vj

cc: West Central Texas
Council of Governments
Box 3195
Abilene, Tx. 79604

DOCUMENT 197

OFFICE 817-689-3383

HOME 817-689-3874

ED WOLSCH
COUNTY JUDGE
STONEWALL COUNTY
P.O. BOX 366
ASPERMONT TEXAS 76802

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Stonewall, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Ed Wolsch
Ed Wolsch
County Judge
Stonewall County, Texas

DOCUMENT 198

Gene Rodgers, Mayor
Aldermen:
Tom Isbell
Franklin Godfrey
P.B. Middlebrook
Thurman Simmons
W.N. West



1202 E. Commercial Ave.
Phone 915-622-2111
Anson, Texas 75811

April 4, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Anson, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Gene Rodgers
Gene Rodgers
Mayor

GR:ew

Dottie Spraberry
City Secretary-Treasurer
Dr. Salvador Torres
Health Officer
Carroll Greenwood
Public Works Director

David N. Perdue
County Judge



County of Knox

OFFICE OF COUNTY JUDGE
P.O. BOX 71
BENJAMIN, TEXAS 79905

April 1, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Knox, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

David N. Perdue
David N. Perdue

DNP/jr

DOCUMENT 199

DOCUMENT 200

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Jones, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Roy Thorn
County Judge Roy Thorn
Jones County

DOCUMENT 201

COMMISSIONERS:
PAUL KLEIN, Public Works
BOBBIE ANTHONY, Road/Port/Community
GEMETH PARADE, Finance
STEVEN SCHWOLING, Water/Sanitary/Server

DAVID ROBERTS
Mayor

SARAH WHEAT, City Secretary
Reginald, Assistant Court Clerk
CHARLES BRIDGES, Police Chief
LEE CAMPBELL, City Recorder
YARMA BAKER, Tax Assessor
Collector
DEAN HUGHES, Water Trust
BARBARA FOX, Fire Chief

City of Ranger

100 W. State - Phone 68-388
RANGER, TEXAS 76855

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Ranger, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

David Roberts
Mayor-City of Ranger, Texas

DOCUMENT 202

WIDE SWAY
Commissioner Precinct No. 1
GENE SWAY
Commissioner Precinct No. 2

COUNTY OF COMANCHE
BOBBY ALLEN, COUNTY JUDGE
Precinct No. 3
Commissioner Precinct No. 4

BRENT DANIEL
Commissioner Precinct No. 1
Commissioner Precinct No. 2
Commissioner Precinct No. 3
Commissioner Precinct No. 4

APRIL 1, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Comanche, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Bobby Allen
Bobby Allen
County Judge

BA:ea

DOCUMENT 203

MAYOR
JOHNNY LIVINGSTON
ADDRESS:
WHIT JASBATT
LARRY GRAHAM
DUS SMITH
JERRY HITT
BILL FLANNERY
WADE PUGHAN
City Secretary Manager
LUDBERTH WOODLEY & DUDLEY
City Attorney

CITY OF COMANCHE, TEXAS
815-356-2618
76442

CHARLES ANDRES
Chief of Police
GLENN HAZZARD
Corporation Court Judge
DALE HOWLIN
Fire Marshal
AFTON DAVIS
Water Superintendent
W. H. JESTER
Wastewater Superintendent

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Comanche, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Johnny Livingston
Johnny Livingston, Mayor
City of Comanche
114 W. Central
Comanche, Texas 76442

DOCUMENT 204

CITY OF ASPERMONT
PHONE 560-3505 BOX 177
ASPERMONT TEXAS 79602

April 5, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Aspermont, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

P.C. Carr

The City of Aspermont
Mayor, P.C. Carr

PCC/aw

DOCUMENT 205



SHACKELFORD COUNTY

Office of the County Judge

MARIE SMITH
P O Box 1614
Albany, Texas 76430

April 5, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The County of Shackelford, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Marie Smith

Marie Smith
County Judge
Shackelford County

MS/Ew

DOCUMENT 206



MILLER TUTTLE
COUNTY JUDGE

4 April 1988

PHONE 569-3190

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

Stephens County, Texas, enthusiastically supports the efforts of our neighbor, the City of Abilene, Texas, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile.

We are aware of the strategic position Dyess Air Force Base plays in the defense of our Nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely yours,

Miller Tuttle
MILLER TUTTLE

MT:b

cc: Mr. Brad Helbert
Executive Director
West Central Texas Council of Governments
P. O. Box 3195
Abilene, Texas 79604

DOCUMENT 207

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

The City of Lockport, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Catarino Martinez

Catarino Martinez, Mayor

DOCUMENT 208

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of *Abilene*, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Barbara Hurt
City Secretary

DOCUMENT 209

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of *MILES*, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Annmar Hansen

DOCUMENT 210

CITY OF

Cisco

TEXAS

Box 110 Cisco, Texas 76437 (817) 442-2111

April 6, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of Cisco, Texas enthusiastically supports the efforts of our neighboring city, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an essential additional arm to the peace keeping mission to which the citizens of Cisco, Abilene and West Texas are already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Joe Wheatley
Joe Wheatley
Mayor

JW/gj

WHERE A PROUD PAST GREET'S A PROMISING FUTURE

DOCUMENT 211

City of Coleman

POST OFFICE BOX 593

Coleman, Texas

76804

OFFICE OF CITY MANAGER

CITY HALL 918-688-6116

April 6, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of Coleman, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will greatly be appreciated.

Sincerely,

Roy McCormick
Roy McCormick
City Manager

RM/rh

DOCUMENT 212

City of Coleman

POST OFFICE BOX 598

Coleman, Texas

OFFICE OF MAYOR

April 6, 1988

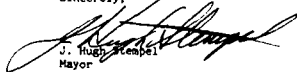
The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of Coleman, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,



J. Hubbs Campbell
Mayor
JHS:rh

CITY HALL: 918-628-2111
OFFICE: 918-628-2150

DOCUMENT 213

The City of Ballinger

Ballinger, Texas 76821

April 5, 1988

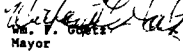
The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of Ballinger, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,



Wm. V. Gutter
Mayor

DOCUMENT 214

City of Brownwood

April 1, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary:

1 The City of Brownwood, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,



Bert V. Massey, II
Mayor

BTW/ggo

POST OFFICE BOX 1388

PHONE 918-645-6885

BROWNWOOD, TEXAS 76801

DOCUMENT 215

OFFICE OF THE
MAYOR

THE CITY OF SNYDER, TEXAS

AC 818 / 573 2680
P.O. DRAWER 202
1029 24th STREET - SNYDER

April 5, 1988

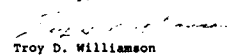
The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301-1115

Dear Mr. Secretary,

1 The City of Snyder, Texas enthusiastically supports the efforts of our neighbor, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,



Troy D. Williamson
TDW/gm

cc: Mr. Brad Halbert

DOCUMENT 216

CITY OF TUSCOLA
P. O. Box 24
Phone (817) 556-7766
TUSCOLA, TEXAS 75781

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1115

Dear Mr. Secretary:

The City of Tuscola, Texas, enthusiastically supports the efforts of our neighbors, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Mayor Robert Zandt
Council: *Blessing*
Jeff
Richard
Danny
Robert
Bellie

DOCUMENT 217



City of Breckenridge

April 6, 1988

The Honorable Frank Carlucci
Secretary of Defense
Department of Defense
The Pentagon
Washington, D. C. 20301-1115

Dear Mr. Secretary:

The City of Breckenridge, Texas enthusiastically supports the efforts of our neighbors, the City of Abilene, and its Chamber of Commerce in their endeavors to be selected as one of America's sites for the Peacekeeper Rail Garrison missile. We are aware of the strategic position Dyess Air Force Base plays in the defense of our nation and welcome the Peacekeeper Rail Garrison as an additional arm to the peace keeping mission to which West Texans have already committed.

Your positive consideration of Abilene and West Central Texas for this project will be greatly appreciated.

Sincerely,

Melton Leonard
Melton Leonard
Mayor
UL:12

209 N. BRECKENRIDGE AVE. • BRECKENRIDGE TX 76724-3503 • PHONE (817) 559-8287

DOCUMENT 218

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE WEST CENTRAL TEXAS COUNCIL OF GOVERNMENTS SUPPORTING THE POSITION OF THE CITY OF ABILENE AND THE ABILENE CHAMBER OF COMMERCE - MILITARY AFFAIRS COMMITTEE THAT THE CITY OF ABILENE BE SELECTED AS A SITE FOR A PEACEKEEPER RAIL GARRISON SYSTEM.

WHEREAS, the West Central Texas Council of Governments (WCTCOG) is a political subdivision of the State of Texas organized under Article 1011M, V.A.C.S., as amended, to serve the citizens of the nineteen county State Planning and Service Area Seven; and

WHEREAS, the Executive Committee is the governing body of WCTCOG and is responsible for the adoption of resolutions deemed by it to be in the best interests of the citizens it represents; and

WHEREAS, the economy of Abilene, Taylor County, and the surrounding region has been largely dependent on oil and related industries; and

WHEREAS, the growth and interests of the United States have long been served by the petroleum resources of the State of Texas, and specifically those of the West Texas area; and

WHEREAS, with the downturn of petroleum industries, the unemployment rates of Abilene, Taylor County, and the surrounding region have increased significantly; and

WHEREAS, the diversification of the economy in this area is vital to the survival of many West Central Texas towns and communities; and

WHEREAS, WCTCOG supports the efforts of its member governments in their attempts to broaden their tax bases and develop new employment opportunities for their citizens; and

WHEREAS, the citizens of the West Central Texas area already recognize and appreciate the mission and goals of Dyess Air Force Base, both for its vital role in the defense of our nation and for its inestimable contribution to the region's economy, and support its overall opportunities for expansion and growth;

NOW, THEREFORE, BE IT RESOLVED BY THE EXECUTIVE COMMITTEE OF THE WEST CENTRAL TEXAS COUNCIL OF GOVERNMENTS TO SUPPORT THE EFFORTS OF THE CITY OF ABILENE AND THE ABILENE CHAMBER OF COMMERCE - MILITARY AFFAIRS COMMITTEE IN THEIR ENDEAVORS TO GAIN FULL AND FAVORABLE CONSIDERATION FROM THE UNITED STATES DEPARTMENT OF DEFENSE TO SECURE A SITE FOR A PEACEKEEPER RAIL GARRISON IN ABILENE, TAYLOR COUNTY, TEXAS; AND

BE IT FURTHER RESOLVED THAT WCTCOG WOULD NOW ENCOURAGE THE UNITED STATES DEPARTMENT OF DEFENSE TO SERIOUSLY CONSIDER LOCATING A SITE FOR A PEACEKEEPER RAIL GARRISON IN ABILENE, TAYLOR COUNTY, TEXAS, AND PROVIDING THE LOCAL GOVERNMENTS OF WEST CENTRAL TEXAS AN OPPORTUNITY TO FURTHER SERVE THE UNITED STATES IN A MANNER ADVANTAGEOUS TO ALL INVOLVED.

DOCUMENT 219

ADOPTED on this the 27th day of April, A.D., 1988, Abilene, Texas.

Robert
Honorable Hugh Stempel, President
West Central Texas Council of Governments
MAYOR, CITY OF COLEMAN

Bob
Mr. Bobby Campbell, First Vice President
West Central Texas Council of Governments
TRUSTEE, ABILENE INDEPENDENT SCHOOL DISTRICT

Marshall
Honorable Marshall Bennett, Second Vice President
West Central Texas Council of Governments
COUNTY JUDGE, FISHER COUNTY

ATTEST:

Pat
Honorable Pat Goursey, Secretary
West Central Texas Council of Governments
COUNCILMAN, CITY OF BROWNSBORO

Seal of
WEST CENTRAL TEXAS
COUNCIL OF GOVERNMENTS



Representative
DOUG WOOD
 201 West Broadway
 P.O. Box 5085
 NORTH LITTLE ROCK, ARKANSAS 72119
 OK: (501) 276-3700
 Res: (501) 635-8853
 DISTRICT 68
 Part of Pulaski County



COMMITTEES
 Public Transportation
 State Agencies and Governmental Affairs
 Housing and Economic Development Committee
 National Conference of State Legislatures

STATE OF ARKANSAS

House of Representatives

August 8, 1988

LTC Peter Walsh
 AFRC-DM/DEV
 Norton AFB, California 92409-6448

RE: Environmental Impact Statement for Peacemaker
 Rail Garrison Program

Dear Col Walsh:

During the recent public hearing held in Jacksonville on August 1st, I questioned why the amount of mileage and accessibility of the national rail system was not included in the environmental impact statement. I was particularly concerned that several of the bases were located immediately adjacent to foreign borders and I pointed out that Little Rock Air Force Base was centrally located in the country with a 360° arc and a considerable amount of rail mileage available. You replied that this factor would be under the site selection criteria, as opposed to environmental impact. I forgot to mention my question about tariffs imposed by the national railroads. Is there a lease cost imposed upon the use of the national rail system by the Air Force? If so, this becomes a very relevant figure and should be computed into the economic impact portions of the environmental statement. For example, if a tariff is lower for the Cottonbelt Railroad and Union Pacific, this would make Little Rock Air Force Base much more attractive than a base that may have a higher tariff on the Burlington Northern or the Southern Pacific lines. Or, has the tariffs have been excused under federal law or is there no requirement to pay for the use of the track since it is a national emergency? I think this should be covered in the environmental impact statement.

LTC Peter Walsh
 August 8, 1988
 Page 2

Please let me know if this will be considered in the final impact statement.

Best regards,

Doug Wood
 DOUG WOOD

DN/cd

cc: Honorable Tommy Robinson

August 8, 1988

Col. Walsh
 Director of Environmental Planning
 AFRC-DM/DEV
 Norton Air Force Base
 California 92409-6448

Dear Sir,

I attended the hearing on the "Peacemaker" Rail Garrison last week in Warrensburg, MO. I heard it mentioned how safe the moving of the rail cars would be. I am sure you will find these articles interesting and informative. Accidents do happen and most certainly will happen if this program is used.

I ask that your committee look more closely at these and other important questions and put a stop to this most expensive and immoral program.

A concerned mother and grandmother,

Betty McElwee
 Betty McElwee
 325 Hillcrest
 Warrensburg, MO 64093

Page 62 The Kansas City Star, Sunday, August 7, 1988

Fire starts after train derails, hits diesel tank

From Staff and AP reports

Shelby, Mo.—A freight train derailed and smashed into a tank of diesel fuel Saturday, sending flames and fumes into the air and forcing citizens to leave their homes and businesses.

There were no serious injuries reported, but about 100 persons in a 10- to 15-block area of downtown Shelby were evacuated as the fire burned out of control and officials worried that a storage tank of potentially dangerous chemicals might also become engulfed.

Residents of Shelby, a town of about 1,500, almost 50 miles northwest of St. Louis, were taken to a nearby church and school. It was uncertain Saturday afternoon when they would be able to return to their homes and businesses, a Lincoln County Sheriff's Department spokesman said.

The tank contained 2,000 gallons of fuel when it was struck about 6 a.m. It took more than an hour to extinguish the diesel fire. By early Saturday evening, one of the derailed tank-cars containing plywood was still in flames.

The nearby storage tank, containing polychlorinated biphenyls, was damaged and leaking from the derailed, but had been secured, the spokesman said.

Brin Swannay, a Burlington



Northern Railroad spokesman said 13 cars in the 115-car northbound freight train had left the tracks. The cause could not be immediately determined.

The fire crew failed when a valve on the diesel tank was knocked loose.

The derailed cars also damaged a grain elevator but probably no other structures as the MPFA tank, a Missouri Highway Patrol spokesman said.

Traffic was blocked on Missouri 170 at the north and south edges of Shelby, and officers were rerouting traffic around the town. The train was headed for St. Louis from Galveston, TX.

Swannay said a cleanup crew and investigators were on the scene Saturday afternoon. One firefighter was treated for heat exhaustion, Swannay said. It may take several days to determine the cause of the derailment.

The Kansas City Star, Sunday, August 7, 1988 Page 17A

Amtrak wreck blamed on heat-warped tracks

By The Associated Press

Saco, Mont. — Thirteen passengers and an Amtrak employee remained hospitalized Saturday after a 12-car train derailed that was blamed on tracks warped by near-100-degree heat.

The train, on the way from Chicago to Seattle, was traveling at 79 mph when it derailed Friday, toppling at least five of nine passenger cars and throwing passengers from their seats, leaving more than 160 injured, authorities said.

"The first thing that happened was a brief jerk, a slowdown and people in the aisles went sailing by," said Jim Matzema, a passenger from Girard, Ill.

Hospitals treated and released 149 passengers, said Sen. Martin, an Amtrak spokesman in Washington D.C.

The train was carrying about 375 passengers and a crew of 18 to 15, Amtrak officials said.

The engineer said the derailment was caused by deformed rails near the northern Montana farming community of Saco.

A secondary track near the derailment site has been cleared, allowing rail traffic to go through, Martin said. Crews planned to spend the weekend repairing the twisted track.

About 85 passengers left near-by Glasgow, Mont., on a bus for Spokane, Wash., and others planned to fly to their destinations.

"It's sort of a difficult situation because the airport at Glasgow is not a commercial airport," she said. "It's an old Strategic Air Command facility that's normally used for test flights."

LOCATION Warrensburg, Mo. (Whiteman AFB)

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1. At the first hearing conducted at Warrensburg, Mo., I asked Col. Walsh about his understanding of the Civil Defense Plan for Johnson County, Mo. He indicated that he had not read the plan. I wonder if I could receive a comparison of what is known of Civil Defense Plans for targets (E1, E2, or E3) in the Soviet Union and the plan currently in effect in Johnson County. It appears to me that each facility such as Whiteman AFB would have an extensive program to protect the impact potential for the environment (namely people). If my understanding is correct, such is far from the case. Would a new plan be considered with added weapon systems?

2. What would be considered adequate defense? Is there any limit to what is needed and what resources must be dedicated to defense in our great country? At a time when the current administration in the Soviet Union appears to be interested in peace, isn't it time for us to consider the impact on the total world environment and hold on development in new weapon systems? How much would ever be considered enough by Pentagon planners and the Air Force in particular?

3. What could be done in our country if we took similar dollars to protect and renew our resources in Johnson and Pettis Counties? How about establishing a program of

4. Peace studies dollar for dollar with defense spending, would the environmental impact be less? Thank you.

Name	Street Address	City	State
Jerry L. Winsor	944 Ridge Drive	Warrensburg, MO	64093
Please hand this form in or mail to:		Lt Col Peter Walsh	
		AFRC-BMS/DEV	
		Norton Air Force Base	
		San Bernardino, California	92409

LOCATION Warrensburg, Mo. Aug 5/88

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1. I know that the activities of the hearing and inadequate - only 24 hours to prepare the public. I guess that other (civil) & federal agencies will have had more time to prepare for this hearing.

2. The number of people at the hearing was small. I am sure that many people who are interested in the program would not have been able to attend. I am sure that many people who are interested in the program would not have been able to attend.

3. I am sure that many people who are interested in the program would not have been able to attend. I am sure that many people who are interested in the program would not have been able to attend.

4. I am sure that many people who are interested in the program would not have been able to attend. I am sure that many people who are interested in the program would not have been able to attend.

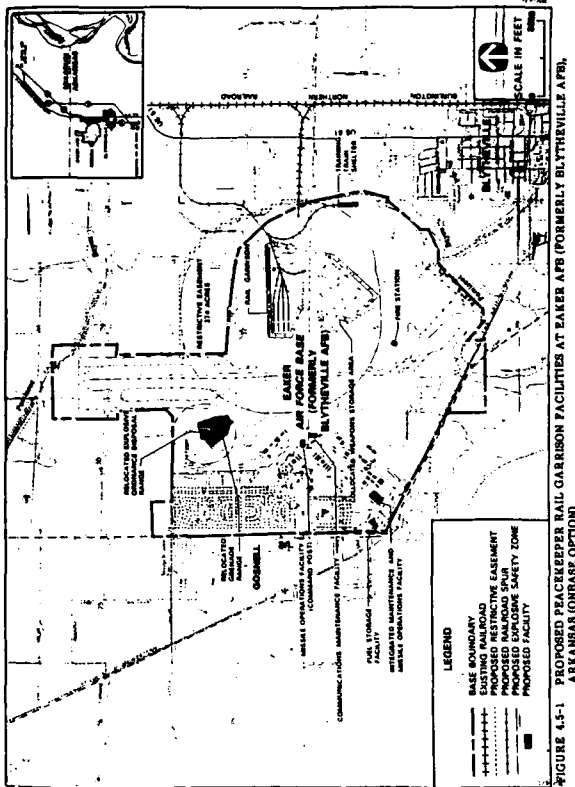
5. I am sure that many people who are interested in the program would not have been able to attend. I am sure that many people who are interested in the program would not have been able to attend.

Name	Street Address	City	State	Rev. Robert A. Landave
Please hand this form in or mail to:		Lt Col Peter Walsh		101 S McArthur
		AFRC-BMS/DEV		Salem, MO 65560
		Norton Air Force Base		
		San Bernardino, California		92409

To: Peter Walsh, Lt. Colonel U.S.A.F.
Director of Environmental Planning Division
Norton AFB, CA. 92409-6448
From: Hildred G. Bunch
Route 3, Box 566
Blytheville, AR. 72315
RE: Location of Rail spur Eaker AFB

1. Enclosed is a suggestion of a route similar to one shown to me in Aug. 1987 by engineers at Eaker AFB. (Option B)
2. Located approx 600 feet North of South section line sec. 33-16-11 which would be on property line of John Black and William Bunch Gainers
3. East of highway 61 property disturbed would be owned by J.C. McCoy Estate.
4. The only residence on the property is a partially burned, unoccupied trailer home.
5. The above route is shortest to the base.
6. The route proposed 1 mile north of North section line of 33-16-11 crosses U.S. 61 at a dangerous location. I have lived here for 65 years and can attest to many wrecks over the past 50 years.
7. Your consideration would be appreciated.

Hildred G. Bunch



8 August 1988

Lt. Col. Peter Walsh
Director of Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base, Ca. 92409-6448

Subject: Public Hearing, August 1988
Medical Lake, Washington

Dear Colonel Walsh:

Altho my husband and I were unable to attend this meeting, due to prior commitment, we wish to go on record as being opposed to the placement of any kind of nuclear weapons, in any kind of rail system, or other system, at Fairchild AFB, Washington.

In spite of the rosy picture painted by the Air Force and the City of Spokane about the number of jobs, the amount of money, etc., none of that is of any importance compared to the death and destruction that these weapons can incur, and the utter havoc that can be imposed on any area where they will be located.

There is no need for these weapons; never in our lifetimes will any lives be worth anything if a bomb were to be detonated, and this is not a "peacekeeper" as the government has chosen to call them -- what a travesty of the word! You know that statistics will tell you that for every person who writes, there are thousands who will not take the time to, but feel just as keenly, and we here in Spokane are very upset that our city council took it upon themselves to glowingly endorse this without the knowledge of its citizens.

Sincerely, *Pearl & Robert Singer*

Pearl & Robert Singer; 36 W. 31st; Spokane, Wa. 99203



Grand Forks Chamber of Commerce

202 North Third Street
P.O. Box 1177
Grand Forks, North Dakota 58208-1177
Phone (701) 772-7271

July 27, 1988

Mr. James Johnson, Mayor
City of Adams
Adams, ND 58210

Dear Mayor Johnson:

On August 8, 1988, a public hearing will be conducted at 7 p.m. at the Grand Forks Civic Auditorium to allow our community to learn more about the Peacekeeper Rail Garrison system, to testify on the project and to ask questions of an Air Force expert on the subject.

The Community Rail Garrison Committee urges you to attend this public hearing. We need you in attendance to show public and business sentiment in supporting Peacekeeper Rail Garrison!

As you know by media coverage, Grand Forks Air Force Base is a prime candidate location for deployment of the Peacekeeper Rail Garrison system. The rail-mobile system is designed to dramatically increase the survivability and thus the deterrent effect of our nation's strategic weapons. Deployment of Peacekeeper Rail Garrison at Grand Forks Air Force Base would create new jobs and increase construction spending in our area. It is estimated that up to 465 workers would be required for the construction phase of this project and up to 380 workers would be required to operate this system. In addition, approximately \$80 million in construction will be required to prepare facilities to support this new system. The long term economic impact to the Grand Forks region is tremendous (see enclosed documentation). Peacekeeper Rail Garrison is also necessary to protect the national security we so treasure.

At the hearing, we anticipate that groups and individuals from outside the region may appear to oppose the deployment of this project at Grand Forks Air Force Base. Attendance by you and other leaders from your community is essential!

Please complete and return the enclosed card to confirm your attendance at the hearing. We look forward to seeing you on August 8, 1988.

Sincerely,

Frank W. Coe
Frank W. Coe, Chairman
Community Rail Garrison Committee

Mike Polovits
Mike Polovits, Mayor
City of Grand Forks

Marion Helgeson
Marion Helgeson, Chairman of the Board
Grand Forks Chamber of Commerce

I am unable to attend this meeting Aug. 8 but as Mayor of Adams I wish to go on record as favoring the Peacekeeper Rail Garrison Program.

I feel also that it would be a boost to the economy of smaller towns surrounding Grand Forks.

I appreciate having the opportunity to voice our feelings.

Sincerely,

James E. Johnson
R.R. Box 10
Adams, N.D.
58210

DOCUMENT 226

LOCATION: Little Rock Air Force Base, Jacksonville, Arkansas
Aug 9, 1988

PUBLIC COMMENT REPORT
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

My name is Wayne Govar of North Little Rock, Arkansas. I SUPPORT aircraft procurement, flight training, and USAF operations in central Arkansas. We may need some long range missiles (and I do not mind them being based here), but the need for newer aircraft is greater. As a VTOL stealth aircraft independent research designer, I urge you to consider the need for advanced aircraft. Benefits of aircraft procurement over missiles includes the uses of pilots, mechanics, and hardware in commerce. Rocket technology is useless if we lose the lead in income producing turbine engine technology. Turbine engine aircraft earn money for our economy daily, every day of the year, they even work harder on holidays. Missiles do not.

I OPPOSE an appropriation of \$1.4 BILLION for electronics with this missile program. \$1400 million spread over 10 bases equals \$140 million per base, if only 8 bases are used it is \$280 million per base for electronics. That is too much electronics for my neighborhood or my world.

ELECTROMAGNETIC ENERGY DENSITIES are now an issue for the environmental impact statement, a health hazard issue, and should be an issue for legislative controls. Threshold limit values for human exposure have been ignored too long. At current prices for a single MITE (millimeter wave integrated circuit, microwave or radar chip) with 150,000 amplifiers, the appropriation could buy 48 million chips for each base. The phased array energy density of this many radar chips triggered at once would exceed that of a nuclear explosion, with unknown consequences. Used in synthetic aperture radar transmitters, beam forming/composition laser weapons, or powerful frequency agile directional jammers, this much electromagnetic energy could destroy the nervous system signals of any or all humans within 100 miles. With fine tuned technical applications, smaller radar, x-ray, and microwave devices are deployed and in use throughout the community in street lighting "neighborhood watch" transmitter units, industrial and business internal/external security systems, school classrooms, public buildings, retail stores, courtrooms, legislative chambers, churches, hospitals, athletic fields, recreational areas, and (often unknown to camera) in the home. The idea is that controlled use of directed energy weapons can be beneficial in stimulating or inhibiting human activities. NO LEVEL of human exposure or impairment by electronics is safe. NO LEVEL of human impairment should be tolerated in a Democratic society based on freedom of choice and open competition. Deployment and "civil applications" uses of electronic devices is unacceptable now, adding another \$140 to \$280 million worth to any community would destroy Democracy as we know it. Reductions of radar, radio-frequency, TV frequency, microwave beam transmitted energy, laser deployment, and other directed energy signals or weapons are required, not increases.

Please address this health hazard in the environmental impact statements. How much human exposure will new "surveillance" and communications equipment require, what electromagnetic energy densities are used, and what are the effects on vegetation, air quality, humidity, rainfall, droughts, crops, and ambient temperature. If two minutes of microwave energy dehydrates a 4 oz. cotton sample, how much dehydration can we expect from \$280 million of microwave? How many acres would that cover? How much would dehydrate humans?

Page one of two pages

Wayne Govar

DOCUMENT 226

LOCATION: Little Rock Air Force Base, Jacksonville, AR
date: Aug 9, 1988

PUBLIC COMMENT REPORT
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

-page 2-

As a jogger who runs about 15 miles a week, I can tell you how, when, where, and often what kind of electronics are being used to inhibit physical training along my routes. As a stealth S/VTOL and VTOL aircraft designer who has filed two U.S. Patents on new aircraft in the past three years, I can tell you what kind of electronics, "surveillance", and interference systems an aircraft draftsman and engineer must put up with. The value of proprietary designs and research that have taken years to develop, are often the motive for using electronic devices for industrial espionage.

Foreign countries are leading the USA in many areas of electronic technology and production. \$1.4 billion in purchases of electronic equipment will be a windfall for those foreign owned companies that supply it. It will also be another opportunity for non-domestic companies to place embedded surveillance systems, sneak circuits, hackable hardware, or over rides on our equipment.

Please address both the human health hazard of embedded foreign electronic equipment not purchased and used by the USAF but nearby, and that of electronic equipment purchased and used by the USAF in the missile program. Please consider threshold limit values of exposure for both USAF operating personnel and the general public. Report those safe single exposure limits, cumulative energy density exposure limits, and time weighted exposure limit assessments.

Would the USAF support the public right to know about local electronic transmitter or emission sources that are intermittently pulsed, or in continuous operation in cities and communities around missile sites, the health hazard capabilities of each, who owns and operates it, and what purpose it serves in the community, whether located on private or public property.

Would the USAF support a warning device, such as an optical flashing color-coded light for any electronic transmitter that may be placing radio-frequency, microwave, radar, or single pulse directed electromagnetic energy into the environment? There are at least 100 such sources within visual (line-of-sight) range of the Ole Main High School track and football field. Knowing which are transmitting and when would help individuals assess their physical training program against the health hazards. Road jogging, driving, even shopping would have a reduced risk of exposure to damaging or lethal electromagnetic transmissions. A new set of ray gun control laws would be established that would improve public safety while enhancing military operations.

Wayne Govar, 1215 West 46th Street, North Little Rock, AR
Dr. Wayne Govar, president 72118
GOVAR VTOL Aircraft Research Company

Page two of two pages

DOCUMENT 227

LOCATION: Grand Forks

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The Grand Forks Air Force Base has been an important part of our community for many years. The service men and women who have been stationed here have volunteered to help our community programs, supported our United Way Program, attended our churches, and purchased goods and services from our local merchants. They are an integral part of our community.

The relationship has been mutually good, and as a community it is in our mutual interest to broaden and strengthen that relationship through welcoming the changes which the Air Force is interested in developing.

Within the past year, the community welcomed the addition of the new B-1 mission and the KC-135 tanker. Grand Forks is proud to be selected as the 3rd base to receive the B-1. This pride stems from having the opportunity to do its share to help keep this country free, as well as knowing that the community was selected because of its broad base of support for the Air Force and its mission of peace.

At this time, the Air Force is considering a new station in what is called Rail Garrison. This mission has been considered at great length by our country's leaders and if implemented would once again be welcomed by the Grand Forks community.

It has been said that March 2, 1968, was the 3rd largest business power in the world, and as such has played a large part in thwarting foreign aggression (over)

Bruce Rempelberg 3100 W. Elmwood Grand Forks ND 58201

Name Street Address City State
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 227

around the world.

I feel that Rail Garrison would find Grand Forks a logical place to continue this role of peace keeping. The commitment on the part of community leaders and the overall populace is here. The location of the land and rail access is ideal. Personnel at the Air Base have proven their ability bring on new missions. A proven dichotomy between the base and the community is in place and implementation activities would be facilitated by choosing the Grand Forks location. The men and women that would staff this new mission would be welcomed and would smoothly meld into our community.

The economic impact would be greatly appreciated by the community and we would urge officials who are in a decision making capacity to choose Grand Forks as one of the sites for Baking Peacekeeper Rail Garrison.

QUESTION:

I AM WONDERING IF THE CONCEPT OF A RAIL BASED GARRISON MODE, PER SE,
IS NOT FLAWED, WITH THE ABYSMAL SAFETY RECORD OF THE RAIL NETWORKS
AREN'T THERE AREAS SUCH AS UPKEEP, PERSONNEL AND POSSIBILITY OF
SABOTAGE WHERE THE AIR FORCE MAY LOSE CONTROL OF THE MODE?

Janet S. Rider
JANET S. RIDER
8/10/88
CHRYSTON, VT

LOCATION ChrystonCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 The Air Force should address the psychological impact upon Chryston's population and those persons who might relocate here for purposes other than building the rail garrison of having a high profile nuclear weapon delivery system less than ten miles from the center of town. Will anyone really want to live here for any length of time more than an Air Force officer's typical assignment of 3 years?
Demand shown 528 Santa Chryston, WY.

Name _____ Street Address _____ City _____ State _____
Please send this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

I note that the entire system will be built somewhere else and moved here. Why not deploy this system in San Bernadino?

August 7, 1988

Dear Sirs

I have several questions which I feel should be considered in the EIS for the MX-Rail Garrison.

- 1 Why do we need the MX? Don't we have enough missiles to end the human species?
- 2 Why do you need a rail garrison?
- 3 How often will the missiles be moved around? Will they be moved from one garrison to another and back or taken to several places?
- 4 What will be the impact on the communities they move through?
- 5 Will there be training locally for the case of accidents? We have had a spill of sodium cyanide on I 15 in Utah which took 4 days to clean up. The highway was closed.

The workers labored in heavy protective clothing in 95° temperatures

- 6 3. What security systems will be implemented to safeguard MX-Rail Garrison and how will these affect the lifestyle of the area?
- 7 4. What are the alternatives to Rail Garrison including no action option

Yours for the survival of
our planet,

Caryl A Day

511 E 1700 N
Plepton UT 84664

LOCATION GRAND FORKS, NORTH DAKOTA

8 AUG 1988

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I THE UNDERSIGNED ATTENDED THE PEACEKEEPER RAIL GARRISON MEETING BUT WAS NOT SELECTED TO SPEAK BASED ON DRAWINGS.

I LIVE AND WORK IN GRAND FORKS AND AM A VETERAN OF 27 YEARS SERVICE IN THE UNITED STATES ARMY. MY FAMILY AND I HAVE LIVED IN GRAND FORKS FOR 14 YEARS.

I DO NOT FORESEE ANY SIGNIFICANT ENVIRONMENTAL PROBLEMS WHICH WOULD IMPACT ON STATIONING THE RAIL GARRISON SYSTEM AT THE GRAND FORKS AIR FORCE BASE. ONE OTHER POSITIVE REMARKABLE IS THE EXISTENCE OF EXCELLENT GRAND FORKS-GRAND FORKS AIR FORCE BASE COMMUNITY RELATIONS. THE BEST I'VE EVER BEEN INVOLVED WITH.

ATTACHED ARE TWO (2) SEPARATE RESOLUTIONS FROM ORGANIZATIONS WHICH I BELONG TO AND REPRESENT THE POSITION OF 900+ DEDICATED AMERICANS. THE SERTOMA CLUB OF GREATER GRAND FORKS AND THE VETERANS OF FOREIGN WARS POST 1574 OF GRAND FORKS NORTH DAKOTA ABRAHAM F. MUSCARL

USA (Vet) ABRAHAM F. MUSCARL GRAND FORKS NORTH DAKOTA 58201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Abraham F. Muscarl



SERTOMA CLUB
of

GREATER GRAND FORKS
P.O. BOX 1172, GRAND FORKS, ND 58201

August 2, 1988

PEACEKEEPER RAIL GARRISON RESOLUTION

- WHEREAS, Peacekeeper Rail Garrison Defense System has been chosen by Congress and the President as a top priority for enhancing the nation's defensive systems, and
- WHEREAS, the Peacekeeper Rail Garrison Project represents the most practical, cost-affordable system utilizing existing ICBM missiles and the U.S. railroad system, and
- WHEREAS, the Congress and President have called for the establishment of 5 or 6 Peacekeeper Rail Garrisons at Strategic Air Command bases in the United States, and
- WHEREAS, only in times of national emergency would the trains equipped with operational Peacekeeper missiles be directed to leave the rail system, and
- WHEREAS, the mobility feature of this system promises high survivability thus making it a strong deterrent to any adversary, and
- WHEREAS, the Grand Forks region has an extensive railroad trackage system making detection in a time of national emergency unlikely, and
- WHEREAS, the Grand Forks Air Force Base plays an integral part in the nation's defense strategically located in the northern tier states, and
- WHEREAS, Grand Forks is ideally located on major rail lines with many additional miles of track located within hours, and
- WHEREAS, Grand Forks Air Force Base has the land and the people to deploy this system with a minimal amount of infrastructure improvements to deploy this system.

- 2 | NOW, THEREFORE, BE IT RESOLVED that the Greater Grand Forks SERTOMA Club goes on record in support of Grand Forks Air Force Base being chosen as a site to house the proposed Peacekeeper Rail Garrison system.

Abraham F. Muscarl
Abraham F. Muscarl
President



"Our Membership is our Strength"

VETERANS OF FOREIGN WARS OF THE UNITED STATES

POST 1874

P O BOX 969 GRAND FORKS NORTH DAKOTA 58201

August 3, 1988

PEACEKEEPER RAIL GARRISON RESOLUTION

- WHEREAS, Peacekeeper Rail Garrison Defense System has been chosen by Congress and the President as a top priority for enhancing the nation's defensive systems, and
- WHEREAS, the Peacekeeper Rail Garrison Project represents the most practical, cost-affordable system utilizing existing ICBM missiles and the U.S. railroad system, and
- WHEREAS, the Congress and President have called for the establishment of 5 or 6 Peacekeeper Rail Garrisons at Strategic Air Command bases in the United States, and
- WHEREAS, only in times of national emergency would the trains equipped with operational Peacekeeper missiles be directed to leave the rail system, and
- WHEREAS, the mobility feature of this system promises high survivability thus making it a strong deterrent to any adversary, and
- WHEREAS, the Grand Forks region has an extensive railroad trackage system making detection in a time of national emergency unlikely, and
- WHEREAS, the Grand Forks Air Force Base plays an integral part in the nation's defense strategically located in the northern tier states, and
- WHEREAS, Grand Forks is ideally located on major rail lines with many additional miles of track located within hours, and
- WHEREAS, Grand Forks Air Force Base has the land and the people to deploy this system with a minimal amount of infrastructure improvements to deploy this system.

- 3 | NOW, THEREFORE, BE IT RESOLVED that the Veterans of Foreign Wars of the United States, Post 1874, Grand Forks, North Dakota, go on record in support of Grand Forks Air Force Base being designated as a site to house the proposed Peacekeeper Rail Garrison system.

John S. Paton
John S. Paton
Commander

I am here as a representative of the Office of Justice and Peace for the Diocese of Little Rock and Pax Christi USA.

I take exception to a statement in the DEIS on page 1 - 20 which states that some issues raised in the scoping hearings are beyond the Environmental Impact Statement. Moral and psychological environments deserve to be as deeply studied as those which affect the physical elements surrounding us.

- 1 | The human person is one; whatever impacts on her/his moral and psychological environment just as truly affects the human person as much as, if not more so, than what affects the physical environment. If a child grows up in an environment in which instruments of destruction are given priority, can we honestly expect them consistently to seek peace by means other than bigger and, so-called, better weapons?

Producing more weapons than are necessary for an adequate defense leads to an unnecessary reliance on technology to solve problems while the only lasting way to develop peace is to have respect for the human dignity of each of God's children.

- 2 | The United States Catholic Bishops have stated that they are opposed to the addition of weapons which are likely to be vulnerable to attack, yet also possess a "prompt hard-target kill" capability that threatens to make the other side's retaliatory forces vulnerable; in other words the addition of items which would primarily be useful as first strike weapons.

The MX is an unacceptable instrument as it does possess first strike capability.

- 3 | The fact that the United States and Russia have begun reductions in nuclear weapons makes increasing the number and deployment of the MX a destabilizing factor—one which does destroy the environment which now seems could lead to even further reductions of nuclear and conventional arms. An environment which makes peace a closer reality is one we all wish to live in as well as leave to future generations.

- 4 | The United States Catholic Bishops also raise questions on environments such as clean water, clean air, adequate food and medical provisions, suitable housing to name a few. These environments are not being developed as sufficiently as possible both for our own citizens and all inhabitants of the world due to the economic distortions resulting from excessive attention to weapon systems. These environments do need consideration in this DEIS; they deserve priority treatment. Increasing the scope of the DEIS does not weaken it but enhances its capabilities; in this way members of Congress will receive more comprehensive information on which to base their actions.

Sr. Catherine Markey, M.H.S. August 1, 1988

Sr. Catherine Markey, MBS
Director, Office of Justice and Peace, Diocese of Little Rock
464-0390

*THE CHALLENGE OF PEACE: GOD'S PROMISE AND OUR RESPONSE United States Catholic Conference, 1983 section 189

DOCUMENT 233

Gene P. Sargent
1114 E. 4th St. RR
Spokane, Wa. 99218

August 29, 1988

Director, Environment Planning Division
AFRCE Ballistic Missile Support
Yonatan AFB, Ca. 924-09

I think that the MX Rail- Garrison
Basing System would be environmentally
unsound.

It would serve to attract attack by the Soviets.
The deployment sites, as well as the surrounding
area in which the missile trains would
travel, could become targets for barrage attacks
as the Soviets would saturate the area with
nuclear explosions. This would apply to all
the facilities such as parking yards, and maintenance
and support facilities. So far as well as
the surrounding country all would be destroyed
and badly contaminated.

Sincerely,
Gene P. Sargent

DOCUMENT 234

Paul Stephens
Committee of the 90's
P.O. Box 2501
Great Falls, MT 59403
727-5184

TESTIMONY FOR THE EIS HEARING FOR THE MX RAIL GARRISON. 8/9/88

My name is Paul Stephens and I'm speaking as a member
of the Committee of the 90's, a regional organization whose
goal is to create a healthy, non-militaristic economy through
a broad public awareness of defense issues and how they impact
the local economy.

In the midst of a drought, a regional economic depression,
and a national economic situation characterized by massive
deficits, a shortage of investment capital, a gigantic trade
deficit, and shortage of government funds for social programs,
education, high-tech research and development, medical care,
and other vital needs, we find it hard to believe that the
Air Force and various military contractors would ask the
American people and the Congress that represents us to spend
10's of billions of dollars on a new land-based strategic
missile system. All the expert testimony indicates that
there is no need for this system, the Midgetman, or anything
like it. We are presently in the midst of serious arms negotiations
with the other nuclear powers, and there is every indication
that we all have a common interest in dismantling our nuclear
weapons completely. Even Barry Goldwater, long the Air Force's
major advocate in the Senate, has put himself firmly on the side
of those in favor of total nuclear disarmament. Many Air
Force career officers feel the same way about it, and have
testified accordingly.

Yes, this is an Environmental Impact hearing and we
are supposed to address the environmental impacts of this
proposed deployment. The intent of the Act which requires
this hearing is to protect the environment, and in our view,
there is no single greater threat to the environment than
nuclear weapons, their production, deployment, and possible
utilization. It is futile and illogical for the Air Force to
claim that these weapons are being deployed and maintained
so that they will never be used. Certainly we hope and pray
that they never will be used, but why deploy them in the first
place? It is clear to us here in Great Falls that it is economic
interests, defense contractors, and local business people who
favor this deployment. Out of all the counties in Montana, only
one will realize any short-term net economic benefit. These
missiles aren't built with free money. Every dollar allocated
to their production and maintenance must be taken away from
some other use. Since most of this defense build-up is
believed to have been financed by deficits, it is the capital
market and investments in American business which has suffered
the most. Our lack of economic competitiveness, the export
of millions of industrial jobs, and our continuing massive
deficit in international trade are all attributable to having
spent over a trillion dollars on unnecessary weapons acquisition
over the past 8 years. For the state of Montana, the results
have been particularly disastrous. It has been estimated that
Montanans are taxed about \$500 million a year for military
expenditures of all kinds. Malmstrom and other military projects

DOCUMENT 234

Paul Stephens

page 2

in the state return only about 40% of this money. Thus, we
lose approximately \$300 million a year due to largely unnecessary
military expenditures, or about \$350/year for every man, woman
and child in the state. In Cascade County alone the proportions
are reversed. Malmstrom spends some \$120 million a year, here,
and we pay only about \$50 million. Incidentally, the figures
which Malmstrom releases based on income multipliers and the
like have also been questioned. And other areas where bases
have been closed down have actually experienced a surge of
economic growth and a revival of the local economy after
the Air Force departed. One need only compare the economic
well-being (or lack of it) of Great Falls with the other large
cities in Montana to realize that rather than being an
economic boon to us, the Air Force has actually undermined
our local economy. Light manufacturing, agriculture, education,
and other traditional strengths of the local economy have actually
declined during the period when Air Force expenditures here
have increased.

The production of nuclear weapons, hidden within
the civilian budget of the Energy Department, is probably
the most environmentally harmful, destructive, and costly
environmental impact. Right now, it is estimated that
merely to clean up and dispose of all the nuclear wastes
at Hanford and other nuclear waste storage sites will
cost in excess of \$100 billion. Decommissioning and disposing
of all the civilian nuclear waste associated with nuclear
power production will cost hundreds of billions more. Why
does the EIS not include an analysis of these costs and how
they will be paid? This is one of the fundamental issues
surrounding the development and deployment of nuclear weapons,
yet the government continually stalls and puts off giving
us any answers to these questions. The Air Force would be
doing a major public service by drawing up plans to clean
up and dispose of all the nuclear wastes which advanced
nuclear weapon systems have produced. Spend the \$20-70 billion
dollars earmarked for MX and Midgetman systems in this effort,
and then come back and ask for more. When everything is
cleaned up, look at the international situation. If we are
being threatened by some massive Soviet arms build-up (and
most past ones have proven to be illusory or actual Pentagon
fabrications), then come back and ask us for money to build a
new strategic weapon system. Most of us doubt that this will
ever happen, but if it does, we will be prepared to listen
and seriously consider your proposals.

Thank you. This concludes my testimony.

DOCUMENT 235

LOCATION Grand Forks, North Dakota
COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to
summarize for you the environmental consequences we have determined may occur if the
Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to
our attention matters we may have inadvertently overlooked. Our goal is a thorough
environmental analysis that will be available to public officials and citizens before a
final decision on the program is made. Please use this sheet to bring to our attention
environmental issues that you feel have not been adequately analyzed in the Draft
Environmental Impact Statement.

MY NAME IS DON LINDGREN, I RESIDE AT 504 RENEES DR., GRAND FORKS, N. DAK.
I HAVE BEEN A RESIDENT OF GRAND FORKS FOR 57 YEARS. I AM AN EMPLOYEE OF 120
FULL TIME EMPLOYERS AND "WENTY PART TIME. MY BUSINESS IS LOCATED ON HIGHWAY
240 EAST. I NOT ONLY SPEAK FOR MYSELF BUT FOR MY WIFE AND FAMILY AND ALL OF
THE RELATIVES THAT LIVE WITH ME. I AM A STRONG PROponent FOR THE PEACEKEEPER RAIL
GARRISON PROGRAM DESIGNATED FOR THE GRAND FORKS AIR FORCE BASE. THE PRESIDENT OF
THE UNITED STATES, THE CONGRESS, AND THE UNITED STATES AIR FORCE HAVE THE
OBLIGATION ON BEHALF OF THE AMERICAN PEOPLE TO KEEP THIS COUNTRY MILITARILY STRONG
TO COUNTER THE SOVIET STRATEGY OF WORLD DOMINATION. THE PRICE OF FREEDOM IS NOT
CASH AND NOT ONLY SO, IT SHALL NOT HAVE TO USE OUR MILITARY STRENGTH TO ITS
FULLST CAPABILITY, BUT IN THIS STRUGGLE WE HAVE TO PROTECT OUR FREEDOM WE SHALL
DO WHAT, AT TIMES I FEEL SORRY FOR AN INDIVIDUAL THAT FEEL WE CAN NEGOTIATE
WITH THE SOVIETS FROM A POSITION OF MILITARY STRENGTH. THE LEADERS OF THE
SOVIET UNION HAVE A COMMON GOAL WHICH IS TO DESTROY THE FREE COUNTRIES OF THE
WORLD AND IMPLEMENT COMMUNISM WHEREVER IT CAN. ANY OTHER DECISIONS THAT ARE
MADE BY OUR GOVERNMENT TO PUT NOT OUR FREEDOM WILL BE SUPPORTED BY THE CITIZENS
OF THE UNITED STATES. THE GRAND FORKS AIR FORCE BASE IS CHOSEN FOR THE PEACEKEEPER
RAIL GARRISON PROGRAM AS SUPPORT THAT DECISION, WE ALSO REALIZE THAT THE ECONOMIC
VALUE OF THIS INSTALLATION WILL BE OF BENEFIT TO THE LOCAL CITIZENS WITH NO NEGATIVE
COMPLICATIONS. THANK YOU.

DON LINDGREN 504 Renees Dr. Grand Forks, N.D. 58201

Name Don Lindgren Street Address 504 Renees Dr. City Grand Forks State N.D.
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Medical Lake, WashCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for having this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

TO: Lt Col WalshI hope you can deal from the last two

hearings and from the recent decision by the government
not to locate new nuclear facilities at Hanford but
to go to Idaho or So. Carolina, that the State
of Washington is not the place to locate the MX.

There have been organized peace groups and
demonstrations in Spokane for over 15 years. Peace
groups (there are over 40) will work with environmental
groups. I assume you that if scheduled to
hearings that the decision will face considerable
non violent protests ranging from marches,
to vigils to crowd disobedience. This is not
meant as a threat, but as a reality check

John M. Deane, N. 4388 Stevens, Spokane, Wash. 99205

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Daniel L. Feist
P.O. Box 508
Minot, North Dakota 58702

August 11, 1988

TO WHOM IT MAY CONCERN:

As both a member of the Minot Association of Builders and the Minot Realtors Association, I am very much in favor of obtaining the Peacekeeper/Rail Garrison for Minot Air Force Base.

I do not foresee any environmental impact as a result of obtaining the Peacekeeper/Rail Garrison; but I agree that it could be imperative to the economy of the Minot area, and would help atone for the loss of the 5th Fighter Interceptor Squadron and associated personnel.

I repeat, I support the Peacekeeper/Rail Garrison!

Sincerely,

Daniel L. Feist
Daniel L. Feist

DLF:ann

MACKLEY CONSTRUCTION COMPANY, INC.

GENERAL CONTRACTORS
HIGHWAY & EARTH DIAL 838-0010
P.O. BOX 119
MINOT, NORTH DAKOTA 58702

August 10, 1988

Director Of Environmental Planning
AFRC-BMS/DEV
Norton AFB, San Bernardino, Ca. 92409-6448

Re: DEIS
Minot, North Dakota

Dear Sir,

As a Minot area business man who has a considerable investment here, I must support the Peacekeeper Rail Garrison (PKRG). It makes sense for both Minot and America. It makes sense for Minot because the community wants the program; it makes sense for America because America needs the program. PKRG will provide a positive socio-economic impact to Minot: about 350 more military, 150 more civilian jobs, \$74M in initial construction, and over \$8M in additional annual income. In a large sense, PKRG would strengthen Minot's contribution to national security--something the community has always been proud of in the past and will continue to be proud of in the future. I strongly support the selection of Minot AFB for deployment of the PKRG.

Sincerely,

Fred W. Arelseth
FRED W. ARELSETH
President

FMA/bml

MAGIC
MINOT

CHAMBER OF
COMMERCE

P.O. BOX 940
MINOT, NORTH DAKOTA 58702 (701) 852-6000

August 10, 1988

Director Of Environmental Planning
AFRC-BMS/DEV
Norton AFB, San Bernardino, Ca. 92409-6448

Re: DEIS
Minot, North Dakota

Dear Sir,

Peacekeeper Rail Garrison (PKRG) is a program that fits nicely into the strong base-community infrastructure that already exists. The environmental impact statement shows that the proposed deployment of PKRG on Minot AFB has minimal environmental impact on the Minot area. We have been proactive by mitigating the minor impacts which do exist. First, we have already negotiated the purchase of the land necessary to deploy the garrison. Second, we have determined that the socio-economic value of the PKRG program far outweighs the loss of potential revenue from the oil and gas leases which would be put into abeyance. Third, and most importantly, the Minot region has the necessary growth potential in land, housing, schools, and energy and water resources to absorb both the construction and long term deployment of the PKRG system. Minot is the right location and we support a strong National defense posture.

Sincerely,

James M. Crawford
JAMES M. CRAWFORD, Chairman
Military Affairs Committee

JMC/bml

DOCUMENT 240

THE OUTLYING URBAN COMMUNITIES AROUND MINOT AFB ARE BEING MORE AND MORE DEPENDENT UPON THE ACTIVITY OF THE MILITARY INSTALLATION IN OUR MIDST.

NO LONGER IS THERE ANY CHANCE FOR IMPLEMENT COMPANIES OR OTHER ACTIVITY RELATING TO AGRICULTURE LOOKING TO LOCATE IN THE SMALL COMMUNITIES. NO LONGER CAN THESE SMALLER COMMUNITIES RELY ON SUPPORT FROM THE OIL INDUSTRY AS IN THE PAST. IT'S BEEN A LONG TIME SINCE EITHER THE AGRICULTURAL OR OIL ECONOMY HAS DIRECTLY OR INDIRECTLY BOUGHT EVEN ANY RESIDENTIAL REAL ESTATE IN THESE SMALL COMMUNITIES.

TODAY IN THE SURROUNDING COMMUNITIES SUCH AS GLENBURN, DEERING, LANSFORD, CARPIO, ETC., RESIDENTIAL REAL ESTATE IS BEING MARKETED PRIMARILY TO MILITARY FAMILIES WHO DESIRE TO LIVE OFF THE INSTALLATION IN A QUIET SMALL TOWN ENVIRONMENT.

THE COMMUNITY OF GLENBURN LOCATED ONLY TEN MILES FROM THE BASE WOULD BE VERY HARD PRESSED IF THE MILITARY BASE WERE NOT HERE OR THE MISSION KEPT GETTING SMALLER IN SCOPE. THE OPENING OF THE NEW HOSPITAL AND NOW THE POSSIBILITY OF ADDING RAIL GARRISON TO THE MINOT AFB MISSION WILL BENEFIT COMMUNITIES SUCH AS GLENBURN. THE POSSIBILITY OF DRAWING SOME NEW PEOPLE TO OUR COMMUNITY, EITHER MILITARY OR CIVILIAN, FROM THE JOB MARKET THAT WILL BE CREATED BY RAIL GARRISON, WILL CONTRIBUTE IMMEASURABLY TO THE SURVIVAL OF OUR TOWN. THE UPDATING AND MAINTENANCE OF THE RAIL SYSTEM AROUND US AS A RESULT OF RAIL GARRISON COULD VERY EASILY PROVIDE THE AGRICULTURAL ECONOMY A BOOST BY POSSIBLY REDUCING COSTS FOR SHIPPING GRAIN BY RAIL. THESE BENEFITS WOULD BE POSITIVELY FELT IN THE SMALLER COMMUNITIES MUCH SOONER THAN IN THE BIG CITIES.

DOCUMENT 240

OUR SCHOOLS WOULD PROBABLY BENEFIT THE MOST. THERE HAS BEEN A STEADY DECLINING ENROLLMENT IN THE RURAL AGRICULTURAL AREAS. HERE IN GLENBURN THE MILITARY PEOPLE WHO CHOOSE TO LIVE IN OUR SCHOOL DISTRICT OR HAVE FOUND THE COMMUNITY OF GLENBURN, HAVE HELPED OUR ENROLLMENT CONSIDERABLY.

RAIL GARRISON SHOULD ADD TO THAT ENROLLMENT WHICH INTURN WILL STRENGTHEN OUR DISTRICT AND KEEP OUR DOORS OPEN FOR A LONG TIME INTO THE FUTURE.

Tony Alf
TONY ALF
MAYOR OF GLENBURN

DOCUMENT 241

**STATEMENT BY
STEVE SYDNES**

**MX E.I.S. HEARING
MINOT, NORTH DAKOTA
AUGUST 11, 1988**

DOCUMENT 241

I thank you for this opportunity to comment on the environmental impact statement.

I think it's clear from the number of people here tonight that there's a great deal of interest in the MX missile and its potential impact on North Dakota.

I think it's also clear from the detailed environmental impact statement that we are commenting on tonight, that there is little cause for concern if Minot is chosen to host the rail-based MX missile.

I think the impact that we need to be most concerned about is the impact on the lives of all Americans if the MX is not deployed, here or anywhere else.

We need to be concerned about how the Soviets will view such an action. We need to be concerned about the impact that would have.

I am quite sure the impact would not be desirable.

We've learned in the past several years that peace and security come through national strength. That's what the rail-based MX would provide -- strength to protect our peace and security.

Those who would oppose us understand strength. They respect strength. And, it is becoming apparent that it is our commitment to strength that has convinced them to seriously work with us toward arms reductions.

We all pray for the day when weapons like the MX and the other missiles scattered across our prairie won't be needed. Today, for the first time, we can envision such a world.

We can envision such a world because our leaders were wise enough to invest in a strong defense for our country. We told the world, "We value our peace and our freedom and we will protect it."

We must continue to send the world that same message until we can all agree to rid our planet of these weapons.

I think most of the people here understand the need for the MX and are willing to accept it into our communities so long as we have reasonable assurances of the safety of the system.

I think, with the environmental impact statement that we are considering tonight, we have that assurance.

Others have already commented, and more will, I'm sure, talk about the beneficial economic impact the MX rail-basing would have on this region if the decision is made to put it here. That consideration is not a small one.

We welcome the jobs and the people the MX would bring to our state. More than 400 construction jobs and almost 360 permanent jobs mean a lot in a state like ours.

We are well aware of the beneficial impact of an additional several million dollars a year in payroll would have to our area businesses and we would welcome that as well.

But we know that the MX is not an economic development project, although it may serve that worthy goal. It is a project to secure our peace and our security. And that is a most worthy goal.

I can think of no more beneficial impact.

Thank you.



MINOT ASSOCIATION OF BUILDERS

August 11, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

As Executive Officer of the Minot Association of Builders, an affiliate of the National Association of Home Builders of the United States, an association which promotes the building and construction industry, I have been directed by my Board of Directors to state our association's support of the Environmental Impact Statement released by the Air Force about Minot Air Force Base.

Our association is made up of commercial contractors, home builders, plumbers, electricians, excavators, concrete suppliers, building suppliers, and supporting industries. The association's expertise speaks for itself and will qualify us to speak intelligently and comprehensively about several areas addressed in the EIS.

We agree with the EIS about the direct employment impacts for the proposed action and the alternative action plan on page 4.10-2. We agree with the EIS about housing and that Minot could supply the needed homes, temporary housing and new housing for the personnel associated with the Peacekeeper as addressed on pages 4.10-6 and 4.10-11. We agree with the impacts of the proposed action/employment and income statement presented in the EIS on page 4.10-8. The new jobs created in our area would be an economic boon and benefit Minot greatly. We agree with the EIS in regard to offbase program related demands for housing as discussed on page 4.10-9 and the additional housing discussed on page 4.10-12. We agree with the EIS in regard to the construction costs and workers needed to construct the second rail connector at the base.

The Minot Association of Builders, 170 member firms strong representing over 4,121 employees, welcomes the Peacekeeper/Rail Garrison system at Minot Air Force Base. We are in support of the Environmental Impact Statement released by the Air Force and would encourage you to choose Minot Air Force Base as a site for the Peacekeeper/Rail Garrison system.

Sincerely,

MINOT ASSOCIATION OF BUILDERS

Branda Mattson
Executive Officer

Associated With



MINOT ASSOCIATION OF BUILDERS

August 11, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

As president of the Minot Association of Builders, a non-profit building association representing over 170 builders, suppliers, and related industries, I would like to state on behalf of our association our wholehearted support of the Environmental Impact Statement and the installation of the Peacekeeper/Rail Garrison system at Minot Air Force Base.

Our association is varied, ranging from commercial contractors, home builders, plumbers, excavators, electricians, concrete suppliers, building suppliers, and supporting industries. We are affiliated with the National Association of Home Builders of the United States. Our Board of Directors, 13 members strong, unanimously voted to have the association go on record of the EIS and Peacekeeper. With our varied members and their knowledge of the building and construction industry, we feel qualified to speak out in support of particular areas of the EIS. These areas are:

- Page 4.10-2 - Agree with the table presented stating annual direct employment for the Proposed Action and Alternative Action. We feel the region of influence could provide enough manpower necessary to complete the construction of Peacekeeper and operate it.
- Page 4.10-6 - Agree with the statement in regard to employment and income. The region of influence has many qualified construction firms, workers and support services which would provide the needed manpower for the construction and operation of Peacekeeper.
- Page 4.10-7 - Agree with the statement in regard to housing. As an affiliate of the National Association of Home Builders, we are very well aware of the vacancy rates, new home construction market, and forces available for work. More than adequate housing would be available in the Minot area.
- Page 4.10-8 - Agree with the impacts of the Proposed Action/employment and income statement. During the peak construction year (1991), we feel Minot would have the manpower and talent necessary to fulfill the 609 new jobs created by the installation and construction of Peacekeeper.
- Page 4.10-9 - Agree with the EIS in regard to offbase program-related demand for housing.
- Page 4.10-10 - Agree with the EIS in regard to the short and long duration demand for temporary facilities would not cause a shortage even during periods of peak baseline occupancy and that these demands would be beneficial to the community.
- Page 4.10-11 - Agree with the EIS in regard to the Alternative Action plan and employment and income. If this were the plan chosen for Minot AFB, Minot could fulfill the peak demands for the construction workers needed and would benefit by the new jobs created.

Associated With



DOCUMENT 243

Minot Association of Builders
To Lt. Col. Peter Walsh
August 11, 1988
Page two of two pages...

Page 4.10-12- Agree with the EIS in regard to meeting the demands for permanent, additional housing units needed. Minot and the region of influence would welcome the additional construction and have many qualified, capable home builders ready to build. This would be very beneficial to Minot and the surrounding area.

Page 4.10-37- Agree with the EIS in regard to the construction costs and workers needed to construct the second rail connector at the base. The workers would come from the region of influence, thus enhancing our economic base.

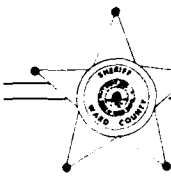
The Minot Association of Builders would welcome the Peacekeeper/Rail Garrison system to the Minot area. We are in full support of the Environmental Impact Statement released by the Air Force. We ask that you choose Minot as a site for the Peacekeeper/Rail Garrison system.

Sincerely,

MINOT ASSOCIATION OF BUILDERS

Ronald Huber
Ronald Huber
President

DOCUMENT 244



Ward County Sheriff's Department

P. O. Box 907

Telephone 852-1305

Minot, North Dakota 58702

Arthur T. Anderson
Sheriff

August 11, 1988

I am Arthur T. Anderson, Elected Ward County Sheriff, Minot, North Dakota 58701.

I approve of the Rail Garrison Project for the benefits it will bring to Ward County and the City of Minot, North Dakota.

I feel with the staff that I have we can and will adequately maintain Law Enforcement. We have a new jail facility, with the capacity for 86 prisoners, which is fully staffed and able to handle any situation that may occur.

Thank you.

Sincerely,

Arthur T. Anderson
Arthur T. Anderson
Sheriff

ATA/lf

DOCUMENT 245

1900 Highland Dr.
Minot, N. Dak. 58701
August 11, 1988

To Whom It May Concern:

I have read the Rail Garrison impact statement as: an interested life-long resident, a Minot Park Commissioner, a Minot High School Biology teacher, and as a teacher who has taught for many years Geology at Minot High School. As a Geology Teacher I conducted many field trips in the area concerned with Rail Garrison.

On reading the portion of the Impact Statement concerning Cultural Resources page 4.11-21, paragraphs 1,2,3, and 6 I find I agree that Rail Garrison will not affect those resources as there is little to disturb.

Lloyd B. Huesera

Lloyd B. Huesera

DOCUMENT 246

August 11, 1988

Director of Environmental Planning
AFRC-BMIS/DEV
Norton AFB, CA 92409-6448

Dear Sir,

While I cannot conclusively state that I have enough knowledge to agree with every detail of the Environmental Impact Statement, I do not disagree with it. Further, I support the proposal to install the MX Rail Garrison system at Minot AFB.

In any system of this magnitude and complexity, there are bound to be negative factors, but these will be of less consequence than the positive ones. Some people ask why we should have MXRG when we are already a target because of the present Minuteman system. That question contains its own answer. We are already a target. Therefore, there will be no increase in impact regarding the worst of consequences. On the other hand, MXRG represents a system that is much less vulnerable to a first strike capability compared to the Minuteman. Its "now you see it--now you don't" characteristic will create a higher degree of uncertainty in the minds of our potential adversaries and will give them more reason to think twice before undertaking irrevocable chess. That is a positive impact on Minot and our nation.

Some people keep asking why we are spending more money on new weapon systems when we are now establishing more open relations with the Soviets. Last June, when I attended the annual conference of the Atlantic Council at the State Department in Washington, I got more than enough for an answer. Distinguished statesmen and commentators from left, right, & center of the US and NATO political spectrum virtually all agreed there are unprecedented changes occurring in Russia, changes that will hopefully be better for all of us. However, they also virtually all agreed that we still must be very careful. MXRG will help us to be very careful. And it will also increase the desire of others to be more careful of us. That constitutes an impact that is worth paying for.

One last point, I certainly agree with my neighbors and countrymen who cry that we could do so much more good with the money that is being spent on defense. That is an absolute fact. We could put more into our schools, our farms, factories and all sorts of productive things. But for some unfathomable reason, there seems to be no understanding on their part that without a strong defense for our nation and our allies, we very well may not have any money to put into anything. And we would not have the dignity of being able to choose our own leaders and choose the way we live.

Sincerely,

Kenneth K. Robertson, Jr.
Kenneth K. Robertson, Jr.
2042 California Drive
Minot, ND 58701

LOCATION MinotCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 I am appalled by the knowledge that more than 100 acres of land will be needed. Six hundred acres of brush farmland that some farmers need to live on. What happens to them? The whole scheme has an impact on the environment - land, water, air, community life, local law enforcement, local employment. It keeps thinking about how to spend billions of dollars spent in this same area could impact our environment in schools & other public services that would result in more employment & a good economic growth. Minot has got to start thinking about other means of economic growth besides military spending. Spending all that time, money, & thought in planning is spiritual, economic, & political pollution. If the worse kind.
- 2

Ernest Smith Route 3 Minot N.D. 58701

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMR/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION MinotCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 I SUPPORT THE EIS REPORT AND RAIL GARRISON TO BE LOCATED IN MINOT. AS LONG AS WE HAVE PEOPLE WHO HAVE NO REGARD FOR HUMAN LIFE WE WILL NEED NUCLEAR DETERRANTS

NANCY FARNES 1025 HARRISON DR MINOT ND 58701

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMR/DEV
Norton Air Force Base
San Bernardino, California 92409

Comments by: Karen K. Krebbsch, Chairman Elect
Greater North Dakota Association (State Chamber of Commerce)

Col. McShane and other members of the hearing committee. My name is Karen Krebbsch. As Chairman Elect of the Board of Directors of the Greater North Dakota Association - North Dakota State Chamber of Commerce, I appear before you today in support of the findings of the Environmental Impact Statement.

Our organization, with nearly 2000 members throughout North Dakota, is committed to strengthening North Dakota's economy. New wealth creation (increasing income and jobs) is the number one priority of the Association.

The two Air Force bases in North Dakota are important compliments of the system. Our rail network is sufficient to support system requirements and can easily be upgraded if needed. Community support is the best anywhere; demonstrations or protests are minimal and the people of north central North Dakota want the Peacekeeper Rail Garrison in their area.

A strong defense system is also consistent with the Greater North Dakota Association's objectives of supporting freedom -- freedom of country as well as individual freedom.

The impact of not being awarded the Peacekeeper Rail Garrison in our state would be by far more detrimental than any present threat to our environment. Therefore, the Greater North Dakota Association urges the Air Force to bring Peacekeeper Rail Garrison to North Dakota and urges priority be given as a first selection site.

Rev Richard Linner 1846 814 1/2 St. Fargo ND 58103 701-293-9014

Duke vows support for farms, CAS

Reagan says Democrats too negative

By Steve Wiles
Minot Staff Writer

STATE FAIR GROUND, MINOT

SURROUNDED by a horse barn, a dairy barn, hay bales and a John Deere tractor, Democratic presidential candidate Michael Dukakis used the North Dakota State Fair to make his pitch to farmers and rural voters Saturday.

Donning his jacket and speaking in shirt-sleeves, Dukakis pledged to commit federal funds to education and economic development in rural areas and mentioned UNDA's "serenity and space program" as a specific recipient of future government assistance.

"As the governor of one of the poorest states in the country, let me tell you, thank God for you, and thank God for the farmers of this country," Dukakis said to an enthusiastic crowd estimated by fair organizers at more than 10,000 people.

The Massachusetts governor promised a policy that would bring a fair price to farmers, but he said farm policy is not enough to revitalize the economy of North Dakota and state farm states.

"We've got to get some public resources in there. We've got to get some economic development funds in there. We've got to provide loans and grants for businesses that are willing to expand into states like North Dakota," Dukakis said.

He praised North Dakota as a state with a high rate of high school graduation and college attendance. Without mentioning UNDA by name, Dukakis singled out UNDA's Space Studies program as a potential beneficiary of increased educational spending.

"We have one of the finest universities and space programs in the country at your university, and we're going to invest in that program and

By Duke: See Page 6A

By Steve Wiles
Minot Staff Writer

STATE FAIR GROUND, MINOT

SURROUNDED by a horse barn, a dairy barn, hay bales and a John Deere tractor, Democratic presidential candidate Michael Dukakis used the North Dakota State Fair to make his pitch to farmers and rural voters Saturday.

Donning his jacket and speaking in shirt-sleeves, Dukakis pledged to commit federal funds to education and economic development in rural areas and mentioned UNDA's "serenity and space program" as a specific recipient of future government assistance.

"As the governor of one of the poorest states in the country, let me tell you, thank God for you, and thank God for the farmers of this country," Dukakis said to an enthusiastic crowd estimated by fair organizers at more than 10,000 people.

The Massachusetts governor promised a policy that would bring a fair price to farmers, but he said farm policy is not enough to revitalize the economy of North Dakota and state farm states.

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By Duke: See Page 6A

Grand Forks Herald (NB)

July 24, 1988 page 1

Duke

Continued from Page 6A

By Steve Wiles
Minot Staff Writer

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By Duke: See Page 6A

Reconcilable with the which
instead would be distorted
 Pax Christi USA, a national Catholic peace movement is a section Pax Christi International.

Pax Christi USA has for its major priorities: (1) disarmament; (2) alternatives to violence; (3) peace education; (4) primacy of conscience and (5) a just world order.

Pax Christi USA's opposition to the MX and MX rail based mode is well expressed in the United States Catholic Bishops 1980 pastoral letter: **THE CHALLENGE OF PEACE**. In this document the Bishops state they do not know of any situation in which the deliberate initiation of nuclear weapons, no matter on how restricted a scale, can be morally justified. (Section 150).

From this comes opposition to the MX and its rail-based mode as the MX has a first strike capability.

In commenting on weapon systems, the Bishops state they oppose the addition of weapons that are likely to be vulnerable to attack, and yet also possess a "prompt hard-target kill" capability that threatens to make the other side's retaliatory forces vulnerable." And some experts in strategic theory even in 1983 said that is what the MX is. (Section 190)

Along economic lines, the Bishops say and I quote,

"We see with increasing clarity the political folly of a system which threatens mutual suicide, the psychological damage this does to ordinary people, especially the young, the economic distortion of priorities—billions readily spent for destructive instruments while pitched battles are waged daily in our Congress & legislatures over much smaller amounts for the homeless, the hungry, the helpless here and abroad." (section 134)

Along economic lines, do you know that one minute's U. S. Military spending would provide 14,000 monthly food packages to those eligible for the WIC program? WIC—Women, Infants and Children—is a program to give children good pre-natal care as well as post-natal care till they are 5. With this as a beginning they have a good chance of being healthy, productive citizens of the U.S.—a real measure of national security.

We need to reject the fallacy of "national security" based on death and destruction..., and, instead, to be conscious of and committed to all the ways of laboring for peace and justice which are rooted in the manner and example of Christ's own life and death and resurrection.

Thus we will bring Pax Christi—the Peace of Christ—true peace—to the world.

Contest: A. Katherine Mackay
669-0390

MY NAME IS LARRY THOMPSON. I AM THE DIVISION MANAGER FOR MONTANA-DAKOTA UTILITIES CO. IN MINOT. THE DRAFT ENVIRONMENTAL IMPACT STATEMENT HAS INDICATED THAT THE ADDITION OF THE PEACEKEEPER RAIL GARRISON MISSILE AT THE MINOT AIR FORCE BASE WOULD INCREASE NATURAL GAS CONSUMPTION BY APPROXIMATELY 3.1 PERCENT.

I WISH TO REAFFIRM THAT THIS SLIGHT INCREASE IN NATURAL GAS CONSUMPTION AT MINOT AIR FORCE BASE WOULD NOT HAVE A NEGATIVE IMPACT ON MONTANA-DAKOTA'S SYSTEM OR ON ITS ABILITY TO CONTINUE TO PROVIDE SAFE, RELIABLE NATURAL GAS SERVICE TO MINOT AIR FORCE BASE, OR THE CITY OF MINOT AND SURROUNDING COMMUNITIES.

MY COMPANY DOES HAVE ADEQUATE FACILITIES AND RESERVES TO SERVE THIS AND OTHER NEW LOADS IN THE AREA WELL PASSED THE FORESEEABLE FUTURE.

MY COMPANY ALSO HAS THE FACILITIES AND RESERVE CAPACITY TO ACCOMMODATE SUBSEQUENT ECONOMIC GROWTH IN THE AREA.

AS A CITIZEN OF MINOT, I AM PLEASED MY CITY IS ABLE TO MAKE A SIGNIFICANT CONTRIBUTION TO THE DEFENSE OF OUR

-2-

COUNTRY AND I HOPE THE PEACEKEEPER RAIL GARRISON MISSILE IS DEPLOYED AT MINOT AIR FORCE BASE SO WE CAN CONTINUE TO MAKE THAT CONTRIBUTION.

I HAVE OBSERVED THAT THE LATEST HEARINGS AT OTHER CANDIDATE BASES REGARDING PEACEKEEPER RAIL GARRISON HAVE BEEN RECEIVED WITH MIXED SUPPORT. YOU HAVE HEARD SOME OPPOSITION TO THE MISSILE COMING TO ~~THE MINOT AREA~~ TONITE BUT, BY A LARGE, THERE IS NO DOUBT THAT MINOT WANTS PEACEKEEPER RAIL GARRISON. I TOTALLY SUPPORT A STRONG MINOT ECONOMY BUT, MORE THAN THAT, I SUPPORT A STRONG MILITARY PRESENCE FOR OUR NATION'S DEFENSE.



MINOT AREA DEVELOPMENT CORPORATION

"GEARED TO GROW"

1020 20th AVE SW
 P.O. BOX 940
 MINOT, NORTH DAKOTA 58702
 701/852-1075

My name is Gary Wickre, Chairman of the Board of the Minot Area Development Corporation.

The Minot Area Development Corporation is comprised of 223 businesses represented by 19 voting Directors and 11 Ex-officio members.

I have reviewed the draft environmental impact statement regarding the proposed Rail Garrison project for Minot Air Force Base and agree!

The proposed action at the Minot Air Force Base would not result in significant impact on any resource.

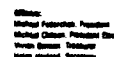
Both short and long duration beneficial socioeconomic effects would be generated by the proposal and alternative action, including increases in employment and income, and greater utilization of temporary housing.

The purpose and objective of the Minot Area Development Corporation is to promote and facilitate the general development of the city of Minot and its trade area.

In summary we support the project for reasons stated - plus we believe a strong deterrent is the best defense.

for the Soviets to engage seriously in arms control negotiations. In conclusion, I feel that the value of U.S. defense capability achieved during the past first half of this decade arising negated by congressional indecisiveness and political maneuvering is the amount to playing Russian roulette with national security. These conditions cry out for correction. The Peace-keeper Ball Garrison system is a must, and I highly support Minot Air Force Base as the facility to support the Peacekeeper Missile forces.

Michael Fedorchak,
President
Gen. David C. Jones Chapter
Air Force Association



General David C. Jones, Chapter 139

4 August 1988

Please Reply to:

204 25th St. N.W.
Atlanta, GA 30334

MEMORANDUM FOR RECORD

TO: Lt. Col. Peter Walsh, AFRCE-BMS/DEV, Norton AFB, CA
92109-6448

FROM: Michael Fedorchak, President

SUBJECT: Draft Environmental Impact Statement-Peacekeeper Rail Garrison Program, United States Air Force, June 1988.

With regard to the EIS Executive Summary, Page S-444, I quote, "Minot Air Force Base, North Dakota. The Proposed and Alternative Actions at this AFB would not result in significant impacts on a major resource." This therefore leads me to the conclusion that there will be no adverse impacts on socioeconomic utilities, transportation, land use, cultural, biological, water, geology and soils, air quality, and noise within our area. Further, based on the support documentation contained in the EIS draft, Minot Air Force Base is a logical choice to be at the top of the list for favorable consideration to garrison the Peacekeeper missiles.

The EIS makes reference to President Reagan establishing a bipartisan commission called the President's Commission on Strategic Forces, also referred to as the "Scomvort Commission". As stated in the Scomvort report, "Deployment of MX is essential in order to remove the Soviet advantage in ICBM capability and help deter the threat of conventional or limited nuclear attacks on the alliance. Such deployment is also necessary to encourage the Soviets to move toward the more stable arms deployment posture that would be required if the forces have been outstripped by the Soviets' improvements in their land-based ICBM's and we cannot adequately hold them at risk. Therefore, the primary purpose of U.S. ICBM modernization is to redress this growing imbalance in prompt, hardened-target kill capability, and to improve the deterrent value of the land-based ICBM leg of the Triad. The Scomvort Commission reported, "Abandoning Peacekeeper deployment would jeopardize, not enhance, the likelihood of achieving the goal of maintaining a credible U.S. ICBM force. Continued deployment beyond the first 50 missiles, in a basing mode acceptable to Congress, is essential to meet our immediate military requirement, providing even further incentives

[illegible]

Associated General Contractors of the State

422 7th STREET, P.O. BOX 1824, SHERMAN, NORTH DAKOTA 58622 PHONE 781.223.2275

August 11, 1988

To Whom It May Concern:


The Associated General Contractors of North Dakota, wishes to go on record in support of the Rail Garrison Project being proposed to be built at the Minot Air Base.

The AGC of North Dakota is a Construction Trade Association representing 106 general contractors and 350 allied firms in North Dakota. Collectively these companies are capable and qualified to provide all construction services required of such a project.

While this project represents a sound investment in the defense system of the Nation, it would at the same time create a minimum of 3,000 jobs in North Dakota during the construction phases of the installation. The business activity generated and tax benefits to the State as a result of this project would be \$195 million and \$3.85 million respectively. These figures are based on an independent study of the economic impact generated by North Dakota's Construction Industry.

Again, we urge the completion of this project at Minot.

Sincerely,


CURTIS L. PETERSON
Executive Vice President

CLP:n

AMERICA PROGRESSES THROUGH CONSTRUCTION *Construct by Contract*



NORTH DAKOTA STATE BUILDING AND CONSTRUCTION TRADES COUNCIL

817 S. MANDAN ST.
BISMARCK NORTH DAKOTA 58501
(701) 557-5400
August 11, 1988, Minot, North Dakota

TESTIMONY FROM DAVID A. FUNSTON, PRESIDENT AND EXECUTIVE DIRECTOR OF THE N.D. STATE BUILDING & CONSTRUCTION TRADES COUNCIL

TO: The Department of the Airforce and Peacekeeper Rail Garrison Program
Environmental Impact Statement

I am David A. Funston, President and Executive Director of the N.D. State Building & Construction Trades Council. I am here tonight representing the Construction Unions in North Dakota. Under the umbrella of the AFL-CIO we are here to give this project our full support. Members of the North Dakota Building Trades have been a part of every major defense project in North Dakota. We are proud to have been included and proud of our record of getting the work done on time and/or a head of schedule. This has been a record in the past and will be as long as we are involved in any project.

Members of the North Dakota Building Trades have been involved in major defense projects around the world for many years. We have and were a part of the construction of the Dew Line we have been and are still a part of the construction projects in Greenland and on the South Pole to this day.

We can and will supply skilled workers for any construction projects in North Dakota. There has not been enough work in North Dakota for our entire membership since 1984, but this project would certainly help us and the State of North Dakota and we feel it would also help the defense of this country.

We have a long history of being a part of the Department of Defense Labor Management Meetings in Grand Forks and Minot, North Dakota. The participants here in Minot have been the Federal Mediation Service, Department of Airforce, Army Corp. of Engineers, and the Construction Unions in North Dakota.

Again, for the record the North Dakota Building Trades are here to give our full support to this project and we will assist in any way we can to get this project for North Dakota and Minot and if it is built, work for the successful completion of the project.

I want to thank you for allowing me to testify here tonight and I will accept questions now or at any time in the future, thank you.

David A. Funston
David A. Funston, President &
Executive Director

President
Executive Director
DAVE FUNSTON
Bismarck, ND

Vice President
TRUMAN SORENSON
Grand Forks, ND
RAY REINKS
Fargo, ND

DICK BERGSTAD
Minot, ND

Trustees
DALE JONES
Bismarck, ND
DENNIS MURPHY
Bismarck, ND
BUD B1 JULLACK
Hazen, ND



BUILDING AND CONSTRUCTION TRADES COUNCIL
IN AFFILIATION WITH
BUILDING AND CONSTRUCTION TRADES DEPARTMENT
AMERICAN FEDERATION OF LABOR-CONGRESS OF INDUSTRIAL ORGANIZATIONS

Good evening, my name is Dick Bergstad. I am the president of the Minot Building and Construction Trades Council. This evening I am the spokesman for the Minot Building Trades Council, consisting of approximately 1500 craftsmen in the Minot area.

The Council rises in support of Rail Based 'X' as a cost effective modality for deploying this type of weapons system. The survivability factor also supports this type of deployment.

The Minot Council has had a very good working relationship with the Air Force from the very first handful of earth moved to construct the Base itself, to the construction of the original Minute Man system, and through the years the maintenance.

We are here tonight to pledge to you our ongoing support of the Air Force, Minot Air Force Base and the expansion of that facility.

We also want you to know we have a ready, able, well trained work force to assist you in all phases of construction and maintenance.

In closing, we would once again pledge our support to you and your project. We look forward to working with the Air Force and our congressional delegation in selecting Minot as a site for Rail Based MX and, finally, for the successful completion of that project at the Minot Air Force Base.

Thank you for the opportunity to speak to you this evening in behalf of the Minot Building and Trades Council

Magic MINOT AREA CHAMBER OF COMMERCE

1000 20th AVENUE SE
P.O. BOX 940
MINOT, NORTH DAKOTA 58702
(701) 852-6000

TO: COL. MICHAEL MCSHANE AND LT. COL. PETER WALSH
FROM: ART EKBLAD, PRESIDENT, MINOT AREA CHAMBER OF COMMERCE
DATE: THURSDAY, AUGUST 11, 1988

I'M ART EKBLAD, PRESIDENT OF THE MINOT AREA CHAMBER OF COMMERCE AND I WISH TO EXPRESS THE CHAMBER OF COMMERCE'S UNQUALIFIED SUPPORT OF THE ENVIRONMENTAL IMPACT STATEMENT DRAFT AS PRESENTED.

ALL OF THE REPORT TESTIFIES TO THE FACT THAT THE MINOT AIR FORCE BASE AND THE COMMUNITY OF MINOT ARE IN A VERY GOOD POSITION TO HANDLE THE IMPLEMENTATION OF RAIL GARRISON HERE AT THE MINOT AIR FORCE BASE.

WE AT THE CHAMBER ARE VERY PLEASED:

AGAIN, THE COMMUNITY OF MINOT AND THE MINOT AIR FORCE BASE WILL BE PROUD TO HOST RAIL GARRISON.

LOCATION Great Falls, MT

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Please be assured that the people of this region welcome you along with any new program. I have been charged by the public to give to a thing called Committee of the 90's who protect all defense and all programs. These same people will be taking the line at the gate to Malstrom on Easter. They will be heckling at site R-27 of the Minute man project. Their number is exceedingly small and very short on knowledge and facts. This city welcomes the line work done to prepare the E.P.I. statement and your commitment to correct any deviation necessary. It is most people's belief - This City, County, Chamber of Commerce and compatible organizations that judgement as to proper defense of our country can better be handled by experts. The TV showed nothing that was said or occurred in the meeting - only the 90's prepared material.

Roy H. Bell - 2101 - Rosita - Great Falls, MT 59405

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Horton Air Force Base
San Bernardino, California 92409

LOCATION Wurtsmith AFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

By continuing the nuclear arms race and deploying ever more sophisticated and complex weapons capable of 1st Strike use, we drift toward the ULTIMATE ENVIRONMENTAL IMPACT - ACCIDENTAL NUCLEAR WAR begun by a faulty Soviet or American computer in a war not expected, planned or wanted by either side. In only 7 evenings prior to the July 28, 1988 hearing MICHIGAN SAME/FREEZE Campaigners gathered 2,337 signatures on petitions with the following statement:

We the undersigned residents of Michigan oppose the deployment of MX Rail Garrison missiles in our state. The MX is a destabilizing, vulnerable and costly weapon system and dispersing it along the various rail lines in "times of crisis" increases the risk of accidents and makes all communities along those railroad tracks targets for nuclear attack.

Signatures from Alpena 185 Grand Rapids 628 Mt. Pleasant 256
 Emmet 115 198 E. Grand Rapids 204
 Flint 127 S. Grand Rapids 87
 Flint 93 Traverse City 554 Total 2337

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409Doug Lent, SAME/FREEZE Board Chair, 1416 Hill St.
Ann Arbor, MI 48104

PS: We were sorry your hearing format did not allow time to recognize our representative and receive this message from 2,337 people of Michigan.

Lt. Col. Peter Walsh
Peacekeeper Rail Garrison Program
August 9, 1988
Page 2

Finances: PL-81-874: The Draft EIS states revenues amounted to approximately \$1.6 million. This was due to two annual payments being received in one fiscal year. The projected revenue in the coming year from this source is \$600,000 to \$700,000.

Cash Reserves: The Draft EIS estimates the cash reserves to be \$12.4 million dollars. The actual cash balance is projected to shrink to \$4,098,966 at the end of the current fiscal year from \$10,971,199 on July 1, 1988. These monies have been used to a great extent since 1986 to meet revenue short falls caused by legislative actions. The projected funding from the State may well zero out this cash reserve by the 1990 fiscal year creating additional hardship on the District to maintain its current level of educational programs.

State Funding: The 1987 Legislature cut general fund revenues to the District by \$2,530,000 and the 1988 Legislature cut another \$2,045,000. Additional Capital Construction Annual Entitlement funds to the District were cut \$840,000 and \$1,350,000 respectively during those legislative sessions.

Due to the cut in revenues and increases in personnel cost, mainly due to an increasing enrollment, the District is in serious financial difficulty which will be unable to handle any increase in enrollment due to the proposed project.

Student Grade Level and Residential Location: The Draft EIS assumes students dispersed equally throughout the District and 50/50 elementary/secondary grade configurations. In analyzing student PL-874 report forms, elementary students represent 60% of military related students and specific neighborhoods are more impacted than others. These factors along with the location of existing appropriate/available housing needs to be further analyzed and addressed to fully assess impacts on individual schools.

The Draft EIS requires a restrictive assessment on District property if the north site is used for the Missile Assembly Building. The document does not state what restrictions would be placed on this property and its effect on the District School Farm that the students use as a learning laboratory. This is also a possible site for a future elementary school. Impact on District utilization of this property needs to be addressed.

It is the District's request that the above items be addressed fully in the EIS and their impact be fully assessed in order that appropriate mitigation measures can be taken to assure the quality of education will not diminish due to the proposed action.

We are prepared to work with you in this assessment effort to assure that appropriate and accurate information is utilized and the necessary mitigation measures are taken in a timely course of action.

Sincerely,

Dennis L. Peterson
Dennis L. Peterson, Ph. D.
Superintendent of Schools



Laramie County School District Number One

2810 House Avenue Cheyenne, Wyoming 82001 (307) 771-2100
Dennis L. Peterson, Ph.D.
Superintendent of Schools

August 9, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, California 92409-6448Re: Draft Environmental Impact Statement
Peacekeeper Rail Garrison Program

Dear Colonel Walsh:

Laramie County School District has had an excellent working relationship with the Warren Air Force Base and, as in the past, we are committed to continuing this working partnership.

In reviewing the Draft EIS, the following areas are major concerns to the District and we request further study as to their impact on the District and identification of appropriate mitigation measures to be taken by the Air Force to assure the high quality of education that has been established:

Enrollments: The baseline projections for the District show an increase of over four hundred students over the next three years. The current elementary capacity based on the District guidelines will be completely consumed this coming school year. Critical shortages will exist if additional elementary classroom space is not constructed for the 1990/91 school year.

Junior High capacity will need to be addressed prior to the 1992/93 school year.

The projected student peak increase of 231 students in 1992 will create severe hardship on the District and compromise student/teacher ratios if additional facilities are not provided. The proposed cumulative effect of deployment of Rail Garrison and Small ICBM programs which are to add 1,085 students will require a major financial commitment for capital construction by the Air Force due to the fact that existing facilities will be at capacity due to the baseline growth.

Class Sizes: The Draft EIS states that we operate below the state standard of 25 to 1 pupil-to-teacher ratio. There is not a state standard and the local District has made major commitments to reducing the elementary class sizes over the past few years even under budget cuts. To increase the class sizes due to the impact of projected enrollment increases will compromise the quality of education.

LOCATION Grand Forks, No. Dak.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am the president of The Greater Gateway Association which is made up of approx 150 business owners, managers, workers, and property owners in the northern sector of Grand Forks. We discussed the issue of Peacekeeper Rail Garrison at our last meeting and 100% of those in attendance were for it coming to the Grand Forks Air Force Base.

Personally, I am very proud of our military services and how they have protected our country for decades. I believe that this program has been extensively studied and if this is where it should be located for best results, LETS HAVE IT IN GRAND FORKS!

Without our military services, we would not have this opportunity to voice our opinions, for this we should be thankful.

Thank you,

Gaile Kady - 209 Lincoln Drive - Grand Forks, ND 58201

Name Street Address City State
 Please hand this form in or mail to: Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
Atlanta GA 30333
July 28, 1968

Mr. Peter Walsh
AFMCE - BWB/Dep
Norton AFB, California 92409-4448

Dear Mr. Walsh:

We are requesting that our agency be added to your list of recipients for the forthcoming Draft Environmental Impact Statement (DEIS) for the "Peacekeeper Ball Deployment Program", as recently announced in the Federal Register.

We will be looking forward to providing comments from a public health perspective on behalf of the U.S. Public Health Service. In preparing the DEIS, we would like to suggest inclusion of a specific section addressing any perceived safety and health impacts posed by this project. This section could include, but not be limited to, reference to any of the public health concerns we have listed on the enclosure to this letter.

Please insure that we are included on your mailing list for further documents which are developed under the National Environmental Policy Act (NEPA).

Sincerely yours,

David E. Clapp
David E. Clapp, Ph.D., P.E., CIE
Environmental Health Scientist
Special Programs Group
Center for Environmental Health
and Injury Control

Enclosure

DOCUMENT 262

DOCUMENT 262

I. AIR QUALITY:

- A. Dust control measures during construction.
- B. Open burning.
- C. Indoor Air Quality.
- D. Compliance with air quality standards.

II. WATER QUALITY:

- A. Potable water (chemical, microbiological, and radiological quality).
- B. Body contact recreation.
- C. Compliance with waste water treatment standards.

III. NON-HAZARDOUS SOLID WASTE:

- A. Any unusual or suspected health effects associated with solid waste disposal.
- B. Effects of littering and provisions for cleanup, particularly conditions which might lead to vector harborage.

IV. NOISE:

- A. Ambient noise levels during construction, implementation, etc.
- B. Effectiveness of any proposed noise reduction measures following construction, implementation, etc.

V. RADIATION:

- A. Exposures to ionizing and non-ionizing radiation which may adversely affect human health.

VI. HAZARDOUS WASTE:

- A. Solid, liquid, or gaseous wastes which because of their physical, chemical or infectious characteristics pose a substantial threat to human health.

VII. WETLANDS AND FLOODPLAINS:

- A. Contamination of the food chain.
- B. Construction in floodplain which may endanger human health.

DOCUMENT 262

DOCUMENT 263

VIII. OCCUPATIONAL HEALTH AND SAFETY:

- A. Evaluation of the occupational and public health hazards associated with the construction and operation of the proposed project.
- B. Evaluation of any occupational and public health hazards associated with the operation of a proposed program (e.g., pesticide application, disposal of toxic chemicals, etc.).
- C. General worker safety/injury control provisions.

VIII. LAND USE AND HOUSING:

- A. The provision of adequate ventilation, heating, insulation and lighting.
- B. Vector control provisions.
- C. Impacts of a project upon the displacement and/or relocation of persons.

LOCATION Blytheville, ArkansasCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As a citizen of Blytheville living in the Golf Links area, I would like to express my support for the Rail Garrison Program. My family and I support the concept of peace through a strong national defense system.

After due consideration is given to the Environmental Impact Statement, please give equal consideration to the overwhelming local acceptance and support of this program at Eaker Air Force Base.

Dennis Clardy 600 Putting Green Blytheville, AR
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFMCE-BWB/DEV
Norton Air Force Base
San Bernardino, California 92409

"WHERE'S THE BOMB?"

PREPARED TESTIMONY OF MARK HAIN, DIRECTOR MID-MO NUCLEAR FREEZE

COMMENTS ON THE DEIS FOR THE MX RAIL GARRISON PROGRAM

The Draft Environmental Impact Statement for the MX Rail Garrison Program ignores or glosses over the most serious environmental impacts of the proposal. The increased risk of nuclear war--the ultimate environmental problem--is not addressed, because the EIS looks only at peacetime impacts.

Another set of environmental concerns--those associated with manufacturing the nuclear warheads to be used on the MX missiles--is also quite neatly swept under the rug, ostensibly because the warheads are produced by the Dept. of Energy. This "that's-not-my-department" mentality is all too pervasive in large bureaucracies. This leads me then to my central question: WHERE'S THE BOMB? We are presented with a DEIS for a nuclear weapons system that has been neatly sanitized of its central feature. Where is the bomb?

NEPA mandates an examination of the impact of a proposed action, and comparison with alternative actions, including a "no action" alternative. Should the MX Rail Garrison be authorized it would necessitate the manufacture of at least 500 nuclear warheads which would not otherwise be produced. We must look at the full impact of the action. This obviously includes the production of the warheads.

The public and our elected officials must demand accountability. Before we allow MXRG to be authorized we must be given clear answers to the serious environmental problems associated with warhead production. The environmental issues which must be addressed if this course of action is taken include, but are not limited to, the following:

- * Impacts from plutonium production at Savannah River, South Carolina; including worker exposure, routine and accidental environmental releases, and eventual waste processing, handling, isolation, shipping and so-called "disposal" (note: each of the following activities should also be examined with regard to the aforementioned categories of impacts);
- * Impacts from the reprocessing to extract the plutonium in the Savannah River PUREX facility;
- * Impacts from the handling and transportation of this plutonium to Rocky Flats, in Colorado;
- * Impacts from the manufacture of the plutonium parts at Rocky Flats;
- * Impacts from the production of tritium at Savannah River;

MID-Missouri Nuclear Weapons Freeze Campaign
100 West St. • Columbia, MO 65201 • 314/779-0530 or 445-2299

- * Impacts from the handling and transportation of this tritium to Pantex, in Texas;
- * Impacts from the processing, handling and shipping of highly enriched uranium at, to, and from Pantex and Oak Ridge, Tennessee;
- * Impacts from the assembly of the warheads, their handling, and their shipment to their points of deployment;
- * Impacts from any and all other processes, and/or activities at any and all other locations not specifically noted above that are part of the warhead manufacturing process.

Since the dawn of the nuclear age the U.S. has produced a horrendous legacy of nuclear weapons waste. Approximately 60,000 warheads have been manufactured. How to effectively isolate the massive waste inventory for the requisite timeframe remains an unsolved--and potentially insolvable--dilemma.

The Department of Energy estimates the cost of eventual cleanup at \$110 billion. The General Accounting Office is guessing \$150 billion. The truth is that no one knows. The saddest part is the fact that these figures exclude the human costs--the cancers, leukemias, and birth defects. These costs will be borne by those who are exposed because the wastes are not properly isolated, and by those who are exposed on the job while working to clean up the mess, and dispose of the problem.

We cannot in good conscience allow a decision to produce over 500 new warheads to be made without first examining the full and true costs. An environmental impact statement for the MXRG program which does not examine the environmental impact of producing the weapons is a cruel hoax.

Let's put all the cards on the table. The advocates of this program must come clean. I reiterate: Where's the bomb? What's the environmental impact of this weapons program? Yes, we do need to know the impact of laying new track, or building Train Alert Shelters. But these impacts pale by comparison to the impacts of the bomb; and these impacts are real and very significant even if nuclear war never occurs.

Thomas H. Victor
6044 Wing Lake Road
Birmingham, Michigan 48010

August 10, 1988

We are opposed to the
MX Rail Garrison scheme. We
do not want MX missiles or
any other nuclear weapons in
our state.

We request that no action
be taken on the Rail Garrison
System proposed for Warburton.

Arlene and Steven Victor

LOCATION Minot, ND

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The population of ND is predominantly senior citizens. This is due to the lack of job security or the ability to earn enough pay in the private sector to raise a family. The Peacekeeper Rail Garrison Program in Minot would insure that me and my family would be able to stay in Minot and live a middle to high life style. ND NEEDS this project and WANTS this project. We already have missiles around us and the threat of nuclear war will not be seen in my life time nor those opposing the issue.

Christine L. Olson 2001 NW 4th Street Minot, ND 58701

Name Street Address City State

Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 267

COMMENTS GIVEN BY CHUCK DUKE, PRESIDENT OF MINOT CITY COUNCIL, AT THE HEARING ON THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR THE PEACEKEEPER RAIL GARRISON PROJECT --- AUGUST 11, 1988.

GOOD EVENING. MY NAME IS CHUCK DUKE, AND I AM PRESENTLY SERVING AS PRESIDENT OF THE MINOT CITY COUNCIL.

I WISH TO COMMENT THIS EVENING ON THREE AREAS THAT ARE MENTIONED IN THE ENVIRONMENTAL IMPACT STATEMENT:

1 FIRST, THE DRAFT EIS STATES THAT TO MAINTAIN THE CURRENT SERVICE LEVEL OF 6.2 PERSONNEL PER 1,000 POPULATION, CITY STAFFING WOULD HAVE TO INCREASE FROM 283 TO 288 PUBLIC WORKERS BY 1993. THE EIS ALSO STATES THAT IF NO ADDITIONAL PERSONNEL WERE HIRED, THE NUMBER OF PERSONNEL PER 1,000 POPULATION WOULD DROP FROM 6.2 TO 6.1. THE EIS NOTES THERE WILL BE A SMALL INCREASE IN THE DEMANDS FOR PUBLIC SERVICES, SUCH AS FIRE, POLICE AND PUBLIC WORKS. THIS INCREASE WILL BE VERY SMALL, AND WILL NOT RESULT IN DETERIORATION OF THE QUALITY OF SERVICES RECEIVED BY THE PUBLIC.

2 SECOND, THE EIS DRAFT STATES THAT WATER IS DERIVED FROM A SERIES OF WELLS IN TWO AQUIFIERS, AND THE SOURIS RIVER. THE AVERAGE DAILY USE OF WATER IN 1987 WAS 6.4 MILLION GALLONS PER DAY. BY 1990 AND 1994, DEMANDS ARE PROJECTED TO BE 6.3 AND 6.5 MILLION GALLONS PER DAY, RESPECTIVELY. PEOPLE CONCERNED ABOUT WATER SHORTAGES DUE TO EXTREME HEAT CONDITIONS HAVE NO NEED FOR CONCERN DUE TO THE ADEQUATE SUPPLIES AND RESERVES OF FRESH WATER.

DOCUMENT 267

ENVIRONMENTAL IMPACT STATEMENT
AUGUST 11, 1988
PAGE 2

3 LASTLY, THE DRAFT EIS NOTES THAT SOLID WASTE GENERATION WOULD INCREASE BY ONE TON PER DAY OR LESS THEN ONE PERCENT FOR THE CITY OF MINOT IN 1992. ALONG WITH GREAT SUPPORT FROM FIVE REMOVAL FIRMS AND A LANDFILL LIFESPAN OF 28 YEARS, THE CITY OF MINOT CAN HANDLE THIS SMALL INCREASE IN SOLID WASTE WITHOUT HIRING ANY ADDITIONAL MANPOWER OR PURCHASING NEW EQUIPMENT.

THANK YOU FOR YOUR ATTENTION TO MY COMMENTS.

DOCUMENT 268

LOCATION KNOB NOSTER, MISSOURI

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I feel with the Peacekeeper Rail Garrison Program, as Whiteman AFB is one of the candidate deployment locations will be an asset to our community.

1 Our Country must have Defensive Power through out.

As a Citizen of Knob Noster, Missouri, I support the Peacekeeper Rail Garrison Program.

Sincerely,

Robert E. Bass
Robert E. Bass, Sr.
251 W. 1st Street
Knob Noster, Mo 65336

Name _____ Street Address _____ City _____ State _____
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 269

LOCATION Midvale Lake - Lincoln Co. W.V.

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 as a resident in this moderate area of this facility, I am concerned with the noise level due to the proposed move of the AFRC training program. It is terrible presently, but the location will put it closer to our homes, as well as the relocation of the expensive Johnson's Hospital. I am going to be in a undesirable area to live, however, we just pay our property taxes and will be forced to live there. It is going to be an impossible situation. Why they are being done about the relocation of the noise level don't tell us the noise level will not be any, please we have heard what it sounds like when they are only passing in the area. I don't know if you apply or this matter, or advance this program, 4413 Bartholomew Rd.

2

Name _____ Street Address _____ City _____ State _____
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION GREAT FALLSCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1. How much will transient population increase? 2. What will help construction workers relocate? 3. Will outside business refuse to relocate here if military presence is dramatically increased? 4. What are the psychological effects on us and our children with nuclear warheads located right here in town? 5. What happens if an aircraft flying nuclear warheads in and out of Malmstrom crashes? --on base? --off base on approach? 6. Is there a limit on mitigation monies available for the Great Falls school district? 7. How will the socio-economic pattern in Great Falls change; that is, what will be the effect on average age and income? --during construction? --during deployment? 8. What will prevent a boom and bust cycle? --locally? --nationally? 9. Has the Air Force studied previous boom and bust cycles, such as at Glasgow, Montana? 10. Will homes along rail rights-of-way be subject to unannounced searches and observation? 11. Will plainclothes or secret agents be stationed at intervals along the tracks where MX might travel? 12. Will we still be able to carry arms, as guaranteed by the Constitution, along affected lines? 13. During serious arms reduction negotiations, why even consider building additional nuclear systems? 14. Could tourists start regarding Great Falls as "Nuclear City"? 15. Since MX missiles are theoretically mobile, why aren't there more hearings throughout the state? 16. What law or regulation states that the Air Force can use the first portion of the program for their own promotion, leaving the citizens to a time-limited second position? 17. What visual markings will distinguish a training train?

RAY JACOBSON 921 5th S Great Falls MT 59405

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC/BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Committee of the 90's re DEIS page 2

18. Since we cannot safely store nuclear wastes at the Hanford Reservation in Washington state and at the Savannah River station in Georgia, how do we rationalize more tonnage to those ecological messes?
19. What would happen if one of the 10 bombs within the MX missile detonates? --if all 10 detonate? --if all 8-12 missiles detonate?
20. How many tons of common metals (iron, steel, etc.), precious metals (platinum, gold, silver, etc.), other products (vinyl, pipe, chaulking, lumber, etc.) will be consumed in production and deployment?
21. Other than the Cuban missile crisis of nearly 30 years ago, what examples of international tension would cause MX trains to be dispersed?
22. Will civilian train crews and/or civilian railroad dispatchers be inducted into the military during MX rail dispersal?
23. Can MX be launched from inside the garrison?
24. If long range arms reduction negotiations succeed, thereby reducing long range ICBMs by 50%, will MX be scrapped?
25. MX and Midgetman nuclear systems are called "deterrent" in nature by the Air Force. Will they be fired on empty Soviet silos as logic dictates, or will they be used as a first strike weapon?
26. Will current Minuteman missiles be rendered obsolete one-for-one with placement of either MX or Midgetman?
27. Why does the Air Force call a nuclear delivery and explosive system "Peacekeeper" while the current defense appropriation bill still refers to the same system as MX?
28. Under the "No Alternative" choice, the Air Force has not outlined the national and local benefits of building neither MX or Midgetman, thus leaving the money in the private sector. Why not?
29. Using the National Command Authority as a guide, is it possible that the Secretary of Interior or Agriculture could order launch of the MX or Midgetman?
30. What will prevent an accidental launch because of computer error?
31. Section 4.9 of the DEIS deals exclusively with Malmstrom. Yet, on page 4.9-29 (first paragraph) the DEIS mistakenly refers to the "Cheyenne area" while on page 4.9-66 the DEIS twice mistakenly refers to "Grand Forks AFB". What assurances do we have that AF training manuals are prepared any more accurately?

"The Air Force has promoted a basing plan for the MX that it knows is vulnerable and destabilizing."

--Robert C. McFarlane-- July 1, 1988

Rayan from National Security Council

FOR IMMEDIATE RELEASE ----- Ray's copy Aug 9, 1988

The Air Force provided a partial list of the concerns raised at its earlier Scoping meeting to the Governor's interagency task force. Examining that list and the DEIS itself, the Committee of the 90's feels that the following issues were either totally ignored or only superficially examined by the preparers of the DEIS:

4. 1. How much will the transient population increase in Cascade County with the announcement of adoption of these nuclear programs?
5. 2. Who will assist construction workers relocate after the project is completed?
6. 3. Will outside businesses refuse to locate here if the military presence is increased?
7. 4. What are the psychological effects on us and our children with nuclear warheads located right here in town?
8. 5. What happens if an aircraft flying nuclear warheads in and out of Malmstrom crashes? --on base? --off base on approach?
9. 6. Is there a limit on mitigation monies available for the Great Falls school district?
10. 7. How will the socio-economic pattern in Great Falls change; that is, what will be the effect on average age and income? --during construction? --during deployment?
11. 8. What will prevent a boom and bust cycle? --locally? --nationally?
12. 9. Has the Air Force studied previous boom and bust cycles, such as at Glasgow, Montana?
13. 10. Will homes along rail rights-of-way be subject to unannounced searches and observation?
14. 11. Will plainclothes or secret agents be stationed at intervals along the tracks where MX might travel?
15. 12. Will we still be able to carry arms, as guaranteed by the Constitution, along affected lines?
16. 13. During serious arms reduction negotiations, why even consider building additional nuclear systems?
17. 14. Could tourists start regarding Great Falls as "Nuclear City"?
18. 15. Since MX missiles are theoretically mobile, why aren't there more hearings throughout the state?
19. 16. What law or regulation states that the Air Force can use the first portion of the program for their own promotion, leaving the citizens to a time-limited second position?
20. 17. What visual markings will distinguish a training train?

Covenant for Peace
Post Office Box 1831, East Lansing, Mi. 48826

August 11, 1988

Lt. Col. Peter Walsh
AFRC/BMS/DEV
Norton AFB CA 92409 6884

Dear Lt. Col. Walsh

I was present at the EIS Hearing regarding the proposed MX Rail Garrison System for Wurtsmith Air Force Base, Oscoda, MI. My statement at the time was to carry a sign as part of the silent walk.

My written statement to you is very simple. I plead that there be no action regarding the EIS that there be no MX missiles deployed at Wurtsmith and that existing MX missiles be taken apart and made useless. This is my strong plea for peace.

Peace be with you.

C. Peter Dougherty
Rev. C. Peter Dougherty



STATE OF ARKANSAS
DEPARTMENT OF FINANCE AND ADMINISTRATION
P.O. BOX 3276
LITTLE ROCK, AR 72203

July 22, 1988

Patrick P. Caruana, Col. USAF
Deputy Director of Strategic, SOF
and Airforce Programs
Assistant Secretary (Acquisition)
Department of the Air Force
Washington, D.C. 20330-1000

RE: DEIS: PEACEKEEPER RAIL GARRISON PROGRAM.

Dear Colonel Caruana:

The State Clearinghouse has received the above Environmental Document pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 and the Arkansas Project Notification and Review System.

To carry out the review and comment process, this document was forwarded to members of the Arkansas Technical Review Committee. Resulting comments received from the Technical Review Committee which represents the position of the State of Arkansas are attached.

The State Clearinghouse wishes to thank you for your cooperation with the Arkansas Project Notification and Review System.

Sincerely,

Joe Gillespie
Joe Gillespie, Manager
State Clearinghouse

JG/TC/cb
Enclosure
cc: Randy Young
Arkansas Soil & Water
Conservation Commission

AN EQUAL OPPORTUNITY EMPLOYER

DOCUMENT 272

DOCUMENT 273



Priority Mailings > Priority Mailings

Rt. 1, Kaptown, Lexington, Missouri 64067
Ph. 816-299-2388

August 12, 1988

Lt Colonel Peter Walsh
AFCE-3045-DEU
Marine Air Force Base
San Bernardino, CA 92408

Ref: 30C/Ref Garrison

Dear Sir,

I wish to bring to your attention one of the more famous Missourians, Jesse James, whom within his lifetime, taught the military about the vulnerability of the railroads and perhaps overlooked in the Pentagon planning of Rail Garrison. Jesse James and a handful of dedicated men repeatedly derided, and impeded the military trains of that era --- this is "Truth" that can not be denied, and like other "Truths" must be seriously reckoned with, --- in this present time of "terrorists" and world-wide plague.

In my opinion, the military consistently underestimates factors of human error, revenge and greed. I am enclosing an article on Radon (a radioactive daughter product) and maps, and other documents, from Congressional Hearings regarding fallout and other past mistakes made by the military and government in its desire to protect the people. There is no benefit in protection, --- if you kill those persons you seek to protect.

In studying the enclosed documents based on partial data, you see what has been kept from the people regarding the "Trojan horse affair" which followed the CIA importation of German scientists and their placement within our nuclear installations, government agencies and universities. It is the opinion of the majority of suffering radiation survivors, that our Fascist enemies of WW II, in reality, won the war by careful manipulation of our system of government and continue to do so. The United States has been turned into a large bomb factory and the damage to our nation environmentally, damage to the ozone layer and damage to the genetic pool of future generations is overwhelming. Rail Garrison, with its MX missiles, can only invite more disaster.

DOCUMENT 273

DOCUMENT 273

in a nation that already suffers irreversible damage.

I find this statement from the Congressional Hearings of 1959 Vol. 1, pp. 617-18 very disturbing and enlightening --- It indicates that attending scientists and Congress did not have full access to data to determine the actual amount of fallout, and that complete fallout data and its known effects were withheld due to security and "the protection" of those directly responsible. Think about it --- even considering this --- the genetic aspect was still of such grave concern that it caused the Test Ban Treaty. A quote from the Hearings:

"It is not clear precisely how much of the existing fallout data is unclassified. The statement of E. A. Martell at the Joint Committee hearings indicates that cumulative fallout data up to December 1, 1955, obtained by the University of Chicago, "Project Sunshine" (under contract to AEC are reported in Bulletin No. 11), was at the time of the hearings classified as "secret". Data for the period December 1, 1955, to August 1956 are reported in Bulletin No. 12, which is unclassified." (See 1959 Hearings, Vol. 1, pp. 617-18).

The period from bomb Trinity to 1955 is full of bomb tests most considered as radioactively "dirty" in 1958, Nobel Bell prize winner, Dr. Muller, called what was known "radio poisoning", while Dr. Barry Commoner predicted, that in approximately thirty years, we would see epidemics of disease unrecognizable from other diseases, due to the radioactive contamination shown in these documents, which does not cover the earlier period of bomb testing. It was this incomplete data that caused the Test Ban Treaty. To put it plainly --- Radiation damages the immune system. Any thinking person can readily see the connection between these past events and AIDS and it forces me to ask (as a parent of a genetically damaged child) --- Do only the Russians love their babies? How many genetically afflicted children are enough? How many of our countrymen must die of cancer? How many must suffer impaired health and cataracts? How many of us must suffer the agony of radiation syndrome, well known to radiation survivors, --- before the military, industry and government behaves responsibly?

In 1958, I asked, Frederick O. Hirsch, an AEC biologist from the Sandia Base, standing at my hospital bedside in Albuquerque:

"The sheep are dying and you pile them up and burn their bodies --- what are you going to say and do, when human bodies begin to pile up?"

He answered:

"When the time comes, we will deny it, the same as we will deny what happened to

you. You know the "truth", but few will believe it."

HUMAN BODIES ARE PILING UP!

All the careful planning of Rail Garrison does not eliminate past radioactive damage to the immunological system and damage to the genetic pool of the world, --- nor the danger of human error and terrorists activity. It is long past time for these mistakes to be admitted. The mistakes of the past have been costly in more than dollars. They have been costly in human lives. The above organizations represent millions of your countrymen (many Atomic Vets subjected to Brig General Groves and Edward Teller's ideas of protection) that have suffered needlessly due to past mistakes made under the guise of "Protection". We strongly urge you to consider a more rational protection of the people and to adopt a less fearful reaction to world crisis. The fascists of our nation and those desiring to make monetary gain at the expense of the people, have instilled abnormal fear among our military and government in the past, to get revenge and their way. (Suggested reading: Blackback by Christopher Simpson) It is time to stop listening to self-serving fear campaigns for they do our nation irreversible harm. In the name of "protection" we have been our worst enemy, plunging our country into debt and destroying the well-being of future generations. We can not nationally afford Rail Garrison and its inherent risks that target the civilian populace for more nuclear damage --- Human Bodies are Piling Up!

Thank you for your time and attention.

Justice and Democracy

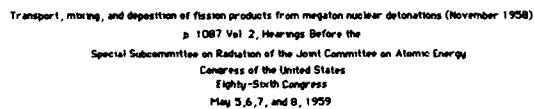
Don

Donna Thrall
Environmental Coordinator

Earl Overman Dubinski
State Secretary of Major Rivers
Rainfall as Radioactivity
Threats 1 and 2
Radon
C/C Nelson Henson

"The soundness of the conclusions reached from predictions based on such assumptions as a constant test rate of 10 MT of fission per year or repetition of the past 5-year pattern weapons development necessarily depends on the validity of the initial assumptions."

- p 1091, Vol 2-1959 Hearings

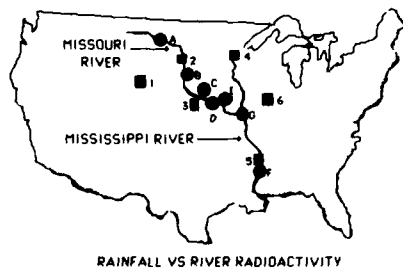


Copy of slides presented by Dr. Conrad F. Straub to Joint Committee on Atomic Energy, May 6, 1959

Dr. Straub: "We have not shown the Columbia River because activity is discharged from the Hanford installation and much higher levels of specific materials are discharged --- the lower Missouri River Basin has about the highest levels-----"

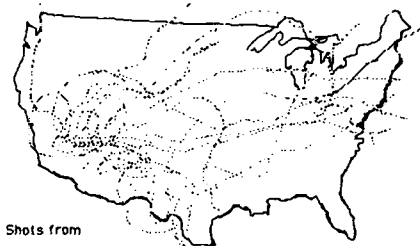
Representative Harold Holt: "And the levels are higher in the food producing areas?"

Dr. Straub: ---this area where we have the highest levels is also the area in which most of our food materials are produced in terms of our gross farm product for 1957.



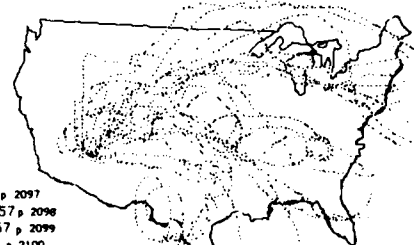
RAINFALL VS RIVER RADIOACTIVITY

Transforming Air Movement Prepared by the Special Project Section of the US Weather Bureau under Dr. Lester Machin. Overlays do not include Trinity, Ranger series of 5 shots, Buster-Jangle series of 7, Tumbler-Snapper series of 8, Teapot series of 14, Safety, Hardtack 2 series of 31 shots ... all in Nevada. Shots made in the Pacific and shots made by other countries are also not included.



Overlay of Shots from

Boltzmann, May 28 1957 p 2091
Franklin, June 2, 1957 p 2092
Wilson, June 18, 1957 p 2093
Priscillia, June 24, 1957 p 2094
Hood, July 5, 1957 p 2095
Diablo, July 15, 1957 p 2096 of Hearings, Vol 3-1959

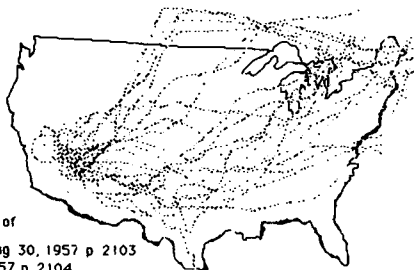


Overlays of Shots

John, July 19, 1957 p. 2097
 Kepler, July 24, 1957 p. 2098
 Owens, July 25, 1957 p. 2099
 Stokes Aug 7 1957 p. 2100
 Shasta, Aug 18, 1957 p. 2101
 Doppler, Aug 23, 1957 p. 2102 of Hearings, Vol 3-1959

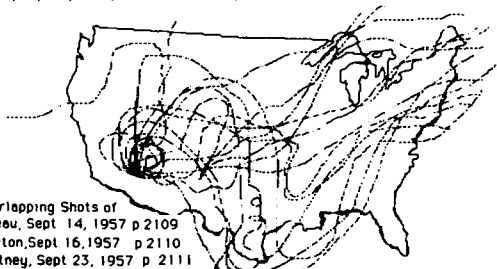
Transmissions in Air Movement - Continued

Prepared by the Special Project Section of the US Weather Bureau under Dr. Lester Machia



Overlapping Shots of

Franklin Prime, Aug 30, 1957 p 2103
 Smoky, Aug 31, 1957 p 2104
 Galileo, Sept 2, 1957 p 2105
 Wheeler, Sept 6, 1957 p 2106
 Coulomb B, Sept 6, 1957 p 2107
 Le Place, Sept 8, 1957 p 2108 of Hearings, Vol 3-1959



Overlapping Shots of

Fizeau, Sept 14, 1957 p 2109
 Newton, Sept 16, 1957 p 2110
 Whitney, Sept 23, 1957 p 2111
 Charleston, Sept 28, 1957 p 2112
 Morgan, Oct 7, 1957 p 2113 of Hearings, Vol 3-1959

PERILOUS VAPOR NATIONWIDE RADIATION

Is there a Connection with fallout?

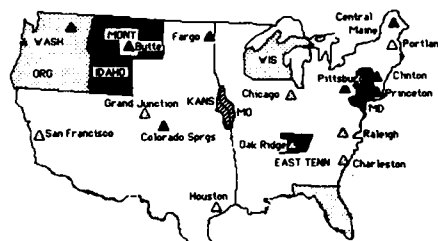
SO FAR RADON HAS BEEN DETECTED IN 30 STATES
 --- AND AT ELEVATED LEVELS IN 18

Highest radioactivity, measured in picocuries per liter, has so far been in the East. The middle west is under investigation

Area where houses have average radon concentration (less than 1 B picocuries per liter of air) Area where houses have above average radon concentration (more than 1 B but less than 4 D) Area where houses have highest radon concentration (more than 4 D)

Area presently under EPA investigation due to reported case of 40 X's average radon concentration

SOURCE Lawrence Berkly Laboratory



"Radon --- invisible, tasteless and odorless --- is now the most dangerous source of Radiation in America"

"Radon levels have been monitored in uranium mines for decades. But no one suspected the extent to which natural release of radon could imperil homes far away from mining activity until late 1984"

----Newsweek August 18, 1986

SALES STAFF:

BARBARA BENNETT
 DIANA ALPERMANN
 DEBBIE NOLAND
 HAROLD PERKINS
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 MAXINE PEARSON
 LORNE DE LOZIER
 BART L. EWING
 JUNE FRANKY
 ED LARSEN
 MITCH SHEETS
 RANDY VICK
 JIM DANDURAND

KEY REALTY, INC.

P.O. BOX 541, 401 EAST RUSSELL RD.
 (NEXT TO WAL-MART)
 WARRENSBURG, MO 64093
 816-747-7043
 800-281-4663 EXT. 541

BROCKERS:
DALE DE LOZIER
VANCE DE LOZIER

August 10, 1988

Director, Environmental Planning
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409-6448

Dear Sir

This letter is in response to the proposed Peacekeeper Rail Garrison Program and the recent EPA hearing(s) on the subject that have been held in Warrensburg.

A lot of people attended the meetings to comment on the impact of the Rail Garrison in the Johnson County Area, however it seemed that a high percentage of the vocal opposition was not from this area at all, but "sent in" from around the state to specifically fight this project. It seems to me that all of the opposition came from "peace-nik" type groups from outside of the area. I have no problems with them being heard, and their opinions considered, until they try to represent me and themselves as representing my home town, Warrensburg. If there was a fault, it was probably that Warrensburg did not know how "to play the game" and was beaten at speaking out by professionals who play this game all the time. I believe the people in Johnson County, Missouri, would happily support the Rail Garrison just as we support everything else that Whiteman Air Force Base does. Whiteman is an integral part of our community and the relationship between Warrensburg and Whiteman is terrific. We value the MAFB personnel as being very important to Warrensburg.

1

SALES STAFF:

BARBARA BENNETT
 DIANA ALPERMANN
 DEBBIE NOLAND
 HAROLD PERKINS
 MARYANN POE
 TERESA ARNOLD
 KITT BUDY
 JOANNE HANSEN
 DON FLETCHER
 LINDA GABEL
 KEN LEAVY
 JIM LEAVY
 MAXINE PEARSON
 LORNE DE LOZIER
 BART L. EWING
 JUNE FRANKY
 ED LARSEN
 MITCH SHEETS
 RANDY VICK
 JIM DANDURAND

KEY REALTY, INC.

P.O. BOX 541, 401 EAST RUSSELL RD.
 (NEXT TO WAL-MART)
 WARRENSBURG, MO 64093
 816-747-7043
 800-281-4663 EXT. 541

BROCKERS:
DALE DE LOZIER
VANCE DE LOZIER

Peacekeeper, Page 2

1 Speaking for myself, I support the Rail Garrison in this area. I hate to see an influx of people from other areas of the state or different states import to Warrensburg to a meeting and then represent Warrensburg as not wanting the extra mission for Whiteman. I believe this area will support the project.

Sincerely,

Vance A. DeLozier, Broker
 Key Realty of Warrensburg, Inc.

cc: Thomas E. Kunning, Jr.,
 Colonel, USAF, Commander

LOCATION Muskegon, MICOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am a retired elementary teacher and grandmother of a son. After sitting through your hearing of a hearing sponsored by politicians and lengthy military explanations I feel I would be remiss if I didn't at least register my dismay! I believe nuclear war is immoral and I believe we have lost all common sense.

We are really want to clutter our beautiful North Dakota countryside with these instruments of death and destruction? Surely a true peace-keeper would find a different way of spending those billions of dollars. What about our religious heritage and the trust commitment to "live with our neighbors" and to live equitably. Our people's health is important in peacekeeping not our greed.

Cordelia Kuntz 415 19th St. NE Muskegon, MI 49761

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

WAND

WOMEN'S ACTION FOR NUCLEAR DISARMAMENT

August 12, 1988

Dear Lt Col Peter Walsh

Please take no action, that no MX or any nuclear weapons be deployed in Michigan or anywhere.

Thank you-

Kathleen Rooney

WAND/MET DET / P.O. BOX 2577 / SOUTHFIELD, MICHIGAN 48037 / (313) 851-0964

LOCATION FairchildCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

We are opposed to the MX Missile being located at Fairchild Air Force Base.

Nuclear weapons are environmental hazards to the entire world and we do not need anymore.

Larry & Mary Shurtliff
4138 South Central
Spokane, WA 99205

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Quality Food Center Since 1949



August 9, 1988

Director, Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409-6448

Dear Director,

I have very recently been advised of a public hearing to be held in Cheyenne, Wyoming on August 10, 1988 concerning the Rail Garrison Project.

Although I will be out of the area and unable to attend the hearing I wanted to offer my support towards the Rail Garrison Project via this letter.

I have lived in Cheyenne just over three years and have had the wonderful opportunity to become associated with the United States Air Force through the Military Affairs Committee connected with Francis E. Warren Air Force Base in Cheyenne. I have been exposed to some of the systems that the Air Force has for the defensive posture of our country. (United States Space Command, Peterson Air Force Base, NORAD's Cheyenne Mountain Complex, Falcon Air Force Station, etc. These facilities and their systems have alerted an awareness to me for the need to continue to always improve the defensive action ability of our country and our capabilities for deterrence.

I believe the Rail Garrison Project is vitally important to the security and defense of our country. I also feel that it is important to Cheyenne and F. E. Warren Air Force Base.

Cheyenne has a good relationship with the Air Force, with strong measures of support given to each other.

The economic impact on Cheyenne from this project would also be significant.

DAN'S COUNTRY MARKET 1701 East Range Blvd. Cheyenne, WY 82009 • (307) 632-4100
CATERWAY SUPER MALL Highway 81 North, Bozeman, MT 59701 • (406) 234-7700
DAN'S COUNTRY MARKET 440 18th Street West, Dickinson, ND 58601 • (701) 221-1760

DAN'S SUPER MALL 1127 North 1st, Bismarck, ND 58101 • (701) 223-4700
BIRCHWOOD SUPER MALL 317 South 1st, Bismarck, ND 58101 • (701) 255-2617
KING'S SUPER MALL 100 East 1st Street, Dickinson, ND 58601 • (701) 223-8775
DAN'S SUPER MARKET INC. 1108 West Avenue, Bismarck, ND 58101 • (701) 250-2127

DOCUMENT 278

F. E. Warren Air Force Base has operated in Cheyenne for many years with a history of safety and integrity for our city. I believe this would continue with the Rail Garrison Project.

Sincerely,

 Marlin Martin
 1764 Del Range Blvd.
 Cheyenne, Wyoming 82009

DOCUMENT 279



August 10, 1988

Dear Sir,

I would like to request that no action be taken regarding the MX rail garrison. As a resident of Michigan, I am most concerned over the safety of our citizens.

Dorothy R. Suttles
 32385 Mayfair
 (Birmingham, AL)
 35209

DOCUMENT 280

LOCATION Grand Forks, North Dakota

COMMENT SHEET
 U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

One aspect of the rail garrison proposal that I am concerned about is the prospect of the military increasing its claims on a major means of transportation in this nation, the railroad system, and ultimately appropriating and restricting a significant portion of it. I have been observing the debate in Minnesota regarding what is called the Snopy MOA and the military's violation of federal airspace regulations over the Boundary Waters Canoe Area.

In an MOA, or military operations area, airspace may be pre-empted by the Air Force at any time, and the Air Force may do what it chooses in that airspace, including low-level flying over residences and flying in an area that has been designated by Congress to be off limits to Air Emburized Vehicles, such as the Boundary Waters Canoe Area.

The military already has potentially-unlimited access to highways, waterways, and airspace. I am distressed to see yet another transportation system coming under more direct influence of the military.

cc: Senators Burdick and Conrad, Representative Dorgan

Sandra Donaldson 606 S. 4th Street Grand Forks, ND 58201

Name Street Address City State

Please hand this form in or mail to:
 Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

DOCUMENT 281

LOCATION Grand Forks

COMMENT SHEET
 U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

AS PER LETTER ATTACHED

Arden Grundvig P.O. Box 1715 Grand Forks, ND 58206-1715

Name Street Address City State

Please hand this form in or mail to:
 Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

International Union of Operating Engineers

LOCAL UNION NO. 49, 49A, 49B, 49C, 49D and 49E
MINNESOTA • NORTH DAKOTA • SOUTH DAKOTA (East half)

JOHN J. LACHNER, President
JAMES E. JOHNSON, Vice President
JOHN M. SCHULTE, Recording-Secretary
JOHN H. PONDORAL, Treasurer



FRED P. DERESCHUK, Business Manager/Financial Secretary
2025 ANTHONY LANE SOUTH • MINNEAPOLIS, MINNESOTA 55418
Phone: (612) 788-0441

August 9, 1988

Lt. Col. Peter Walsh
Director of Environmental Planning
AFRCE - BMS/DEV
Norton Air Force Base, CA 92409-6448

My name is Arden Grundvig, Area Representative for the International Union of Operating Engineers Local 49 and President of the Grand Forks Building and Construction Trades Council.

I speak for a lot of working people through out the area who welcome and support the Rail Garrison concept. The city of Grand Forks and the Grand Forks Air Force Base have worked together for several years to insure our safety and the preservation of our democratic way of life. We will continue to support any military work that will keep our nation a strong and free society and will be proud to be a part of any work that will keep us that way. Building and Construction Craftsmen have supported and built the defense system already in place through our area and stand ready to do what ever is necessary to help preserve our freedom from oppression.

As the environmental impact study has shown to have little adverse effect to the surrounding communities, the increase in work and support personnel would help to enhance the environment in our economy throughout the area. We will give our full support to the system should this area be selected.

Arden Grundvig
Area Representative
I.U.O.E. Local 49
P.O. Box 1715
Grand Forks, ND 58206-1715



Grand Forks Chamber of Commerce

202 North Third Street
P.O. Box 1177
Grand Forks, North Dakota 58206-1177
Phone (701) 772-7271

August 10, 1988

Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Dear Lt Col Walsh:

In April, 1988 the Board of Directors of the Grand Forks Chamber of Commerce went on record in support of the following resolution:

Whereas, Peacekeeper Rail Garrison Defense System has been chosen by Congress and the President as a top priority for enhancing the nations defensive systems,

Whereas, the Peacekeeper Rail Garrison Project represents the most practical, cost-affordable system utilizing existing ICBM missiles and the US railroad system,

Whereas, the Congress and President have called for the establishment of 5 or 6 Peacekeeper Rail Garrisons at Strategic Air Command bases in the United States,

Whereas, Only in times of national emergency would the trains equipped with operational Peacekeeper missiles be directed to leave the garrisons and deploy with the rail system,

Whereas, the mobility feature of this system promises high survivability thus making it a strong deterrent to any adversary,

Whereas, the Grand Forks region has an extensive railroad trackage system making detection in a time of national emergency unlikely,

Whereas, the Grand Forks Air Force Base plays an integral part in the nations defense strategically located in the northern tier states,

Whereas, Grand Forks is ideally located on major rail lines with many additional miles of track located within hours,

Whereas, Grand Forks Air Force Base has the land and the people to deploy this system with a minimal amount of infrastructure improvements to deploy this system...

Therefore, be it resolved that the Grand Forks Chamber of Commerce goes on record in support of Grand Forks Air Force Base being chosen as a site to house the proposed Peacekeeper Rail Garrison System.

Sincerely,

Marian Kelgeson
Marian Kelgeson, Chairman
Board of Directors

August 8, 1988
LOCATION Grand Forks, North Dakota

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The management of Luneth Plumbing and Heating Company, 135 South Third Street, Grand Forks, North Dakota, wishes to express its support of the Peacekeeper Rail Garrison system as a viable future link in our nation's defense and goes on record as supporting its placement at Grand Forks Air Force Base for the following reasons:

1. existing rail lines in all desired directions
2. cost of installation and operation lower in North Dakota than in other areas considered
3. minimal environmental impact in the area
4. favorable economic impact to the Grand Forks region

**On the "Public Meeting Attendance Record" card, I inadvertently checked the block that indicated we would like to receive a Draft EIS. Please disregard that request.

Our Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I'm Bob Gustafson, President of the Grand Forks Chamber of Commerce. Our 800 member strong organization representing approximately 75% of the business community of our city and other associations, organizations and individuals, has gone on record in full support of the deployment of Peacekeeper Rail Garrison at Grand Forks Air Force Base.

Rail Garrison is cost affordable and practical using existing ICBM missiles and the US railroad network. The system calls for 5 bases within the Strategic Air Command to house the Peacekeeper. Only in times of international crisis would they be deployed. Because of Grand Forks' excellent rail network and the confirmed minimal environmental impact of the project, plus serving as an integral role in our nations strategic defense, Peacekeeper Rail Garrison and Grand Forks Air Force Base are an excellent match.

There can be no question that the economic impact to our community would be very positive creating construction and permanent opportunities for employment here but more importantly, we support the Peacekeeper Rail Garrison project because peace without freedom is no trade off for America and the free world.

We believe Grand Forks has the necessary attributes to welcome the mission and people of Peacekeeper Rail Garrison and its deployment here at Grand Forks Air Force Base.

Bob Gustafson
Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Director of Environmental Planning
AFRC-BM/DEV
Norton Air Force Base
San Bernardino, California 92409-6448

Dear Director:

For purposes of identification, I'm a sociologist, a Professor, and Chairperson of the American Indian Studies Department at University of North Dakota. My large family and I have lived here for more than seven years and are well established in this setting.

Although I was unable to attend the Environmental Impact Hearing on the MX/rail line earlier this week, I do want to register my strong opposition to the project (and my large family joins me in this opposition). I understand from Senator Kent Conrad (ND) that you are receiving written comments on the matter through this month of August.

I understand from the Impact Statement that the MX project will necessitate a new rail line which will cut through American Indian burial grounds. Such desecration of those grounds would be indefensible for two basic reasons: the primary reason is simply that such an incursion would be immoral. (Ask yourself, "What would happen if white graves were involved?" "What would happen if Indians dug through a Catholic or Protestant Cemetery?") An important corollary reason involves the fact that a number of us have worked systematically through the years to develop positive racial/cultural relations between Indians and whites in this area -- and, thus far, we have been substantially successful. If you will build a railroad across Indian burials, you will sow seeds of discord which could lead to a bitter harvest.

Once again, we strongly hope you do not go through with the MX/rail line project.

Sincerely,
John R. Salter, Jr.
John R. Salter, Jr.

cc: Senator Kent Conrad
Ms. Virginia Miller

503 Oak Street
Grand Forks, ND 58201
August 12, 1988

1351 Andy Lane
Abilene, Texas
August 1, 1988

Dear Sir:

I am opposed to placing the Peacekeeper MX missile and its rail system at Dyess Air Force Base.

Abilene is already burdened with the B-1 Bomber. The bomber has never lived up to its reputation as a plane, or as an economic boon for Abilene.

Our area is still dotted with abandoned missile sites left from an earlier missile deployment system.
I feel the MX is just

1 another albatross the Air Force can keep somewhere else.

Sincerely,
Beckie Cox

Gregg Lombardi
3816 Washington, Apt. 3-S
Kansas City, MO 64111

August 24, 1988

CERTIFIED MAIL

Lt. Col. Peter Walsh
Environmental Planning Division
AFRC-BMS/DEV
Norton AFB, CA. 92409-6448

Re: Comments on Proposed MX Rail-Garrison at Whiteman AFB

Dear Lt. Col. Walsh:

Enclosed you will find the following which are to be considered in preparation of the Final Environmental Impact Statement regarding the proposed deployment of the MX Intercontinental Ballistic Missile in the Rail-Garrison Basing Mode at Whiteman Air Force Base in Warrensburg, Missouri:

1 Testimony regarding the proposed deployment of the MX Intercontinental Ballistic Missile in the Rail-Garrison Basing Mode at Whiteman Air Force Base in Warrensburg, Missouri (this is my original testimony submitted in regard to the draft environmental impact statement for this project. I want to make sure that the Air Force, and its consultants, respond to all of the issues raised in these comments when they prepare their final environmental impact statement. Most of the issues that were raised in those comments were not addressed in the draft environmental impact statement. This omission is a clear problem of the DEIS);

Comments on the Draft Environmental Impact Statement Regarding the Proposed Deployment of the MX Intercontinental Ballistic Missile

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Page 2
Lt. Col. Walsh
August 24, 1988

in the Rail-Garrison Basing Mode (these comments deal with specific deficiencies of the Draft Environmental Impact Statement).

I appreciate the opportunity to comment on the Draft Environmental Impact Statement. However, I would note that I did not receive the DEIS until July 20, 1988, and thus did not have sufficient time to prepare detailed comments either for the hearing at Whiteman Air Force Base on August 3 or for the August 30 comment deadline. (For example, there is a great deal of research in regard to railroads and railroad regulations that I was unable to do, and I was unable to obtain and review the numerous environmental impact statements and Air Force regulations that were incorporated in the Draft Environmental Impact Statement by reference, but which are not available to the public).

I know of numerous other people in the Kansas City area who did not receive their copy of the DEIS until well after I did. Indeed, some individuals still have not received the DEIS. Accordingly, I would again request that you extend the deadline for filing written comments on the DEIS until at least 45 days after you have sent, to every individual who has requested it, the Draft Environmental Impact Statement and all of the information that is incorporated into the Draft Environmental Impact Statement by reference, but which information is not available to the public.

I would also note that as with the Scoping Hearings, there was clearly insufficient time for public comment at the August 3 hearings concerning the Draft Environmental Impact Statement. All told, the general public was given only 81 minutes to respond to the numerous problems in the Air Force's more than 600 page long Draft Environmental Impact Statement. Clearly, this was inadequate. Also, hearings should be held in all communities with a population greater than 50,000 which are located within five miles of the raillines to be used by the MX missile railcars. These hearings too should provide ample time for public comment.

I appreciate the opportunity to comment and look forward to receiving the additional materials I have requested and having

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Page 3
Lt. Col. Walsh
August 24, 1988

the opportunity to prepare testimony in regard to that information.

Sincerely,

Gregg Lombardi

GL:mdj

DOCUMENT 287

Testimony Regarding the Proposed
Deployment of the MX Intercontinental Ballistics
Missile in the Rail Garrison Basing Mode at
Whiteman Air Force Base in Warrensburg, Missouri

The question of whether to deploy the multi-billion dollar MX Missile Rail Garrison at Whiteman Air Force Base in Warrensburg, Missouri is one of great significance for the community of Warrensburg, the state of Missouri, and the nation as a whole.

Congress has ordered the United States Air Force to prepare an environmental impact statement so that Congress can effectively evaluate the Rail Garrison proposal.

The law requires that, in preparing its environmental impact statement for this project, the Air Force must consider all "reasonably foreseeable" significant adverse impacts on the human environment, including "impacts which have catastrophic consequences, even if their probability of occurrence is low."^{1/} The statement must also include a detailed discussion of alternatives to the proposed action, including the no action alternative.^{2/}

These requirements make sense: for Congress to be able to make the monumental decision as to whether to deploy the MX missile on this nation's public rail system, it must have before

^{1/} 40 C.F.R. §1502.22.

^{2/} See Farm and Forest Preservation Association v. Goldschmidt, 611 F.2d 231, 236 (8th Cir. 1978); Jackson County v. Jones, 571 P.2d 104, 108 n.4 (8th Cir. 1978).

DOCUMENT 287

Testimony Submitted
By Gregg Lombardi
3816 Washington,
Apt. 3-S
Kansas City, MO 64111

it basic information regarding the impact of the deployment. To meet these requirements, an environmental impact statement must contain consideration of each of the following issues:^{3/}

Assembly and Transportation of the MX Missile to Whiteman Air Force Base

1. Under the proposed program, the MX missiles to be deployed, would be assembled at Warren Air Force Base in Wyoming. It is unclear, however, how the missiles and their warheads are to be transported from Wyoming to Warrensburg, Missouri. A comprehensive environmental impact statement must consider:

- 4/ a. The means of transportation and routes to be used in transporting the MX missiles and their warheads from Wyoming to Missouri;
- 5/ b. The risk and consequences of radiation leakage in transportation, either from accidents or from intentional sabotage;
- 6/ c. The risk and consequences of accidental or intentional detonation of nuclear warheads in transportation from Wyoming to Missouri;
- 7/ d. The risk and consequences of accidental or intentional ignition of the rocket fuel for the MX missiles in transportation from Wyoming to Missouri.

^{3/} Given the complexity, both technical and strategic, of deploying the MX missile in the Rail Garrison Mode, this list of issues is necessarily incomplete. It is at best, a starting point from which a reasonable environmental impact statement would begin.

DOCUMENT 287

Testimony Submitted
By Gregg Lombardi
3816 Washington,
Apt. 3-S
Kansas City, MO 64111

Storage

2. Under the proposed program at least six MX missiles, with approximately 60 warheads, will be stored at Whiteman Air Force Base in Warrensburg, Missouri. A comprehensive environmental impact statement must consider:

- 8 a. The risk and consequences of accidental detonation of one or more of the warheads while they are in storage;
- 9 b. The risk and consequences of accidental ignition of the fuel for the MX missiles in storage;
- 10 c. The risk and consequences of accidental launching of an MX missile in storage;
- 11 d. The risk and consequences of sabotage of the MX missiles in storage. This consideration should include, but not be limited to the consequences of having warheads in storage at Whiteman Air Force Base fall into the hands of terrorists either through direct attack on the missiles in storage or in the more likely event that an enlisted person would decide or be coerced into cooperation with terrorists;
- 12 e. The risk and consequences of accidental detonation of warheads, firing of missiles, or ignition of fuel due to earthquakes, tornados, flooding, or any other natural disaster while the missiles are in storage.
- 13 3. The fact that more than 60 nuclear warheads would be stored at Whiteman Air Force Base, makes Warrensburg, and western Missouri in general, a likely target for attack from Soviet missiles. The MX missiles are "first strike" weapons (in other words, they are capable of destroying Russian missiles, making it impossible for Russia to respond to American attack, unless they did so before the American missiles hit their targets in Russia). The risk of an American first strike may well cause the Soviets to

-3-

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Testimony Submitted
By Gregg Lombardi
3816 Washington,
Apt. 3-S
Kansas City, MO 64111

launch a pre-emptive first strike, and attack the MX missiles at Whiteman with Soviet nuclear weapons, while they are still in storage (in other words, during their peacetime operation). Accordingly, a comprehensive environmental impact statement must consider:

- 14 a. The risk and consequences of a Soviet nuclear attack on Whiteman Air Force Base or upon western Missouri in general, while the MX missiles are in storage at Whiteman Air Force Base;
- 15 b. The increased risk of nuclear war and the consequences thereof due to the deployment of MX missiles in the Rail Garrison Basing Mode.

Dangers Inherent in Transporting the MX Missile on Railroad Cars

4. Railroads are one of the most dangerous modes of transportation available in the United States today. On the average, there are more than five derailments every day on U.S. rail lines.^{4/} Because of its tremendous weight (a single MX missile weighs approximately 200,000 pounds) and because of its gigantic size (an MX missile is 71 feet long. An average box car is 51 feet long), the MX missile poses serious risks if it is to be transported by rail. There are grave questions as to whether local railroad tracks and bridges, many of which are more than 60 years old, can support the weight of a railroad car or cars carrying an MX missile. Thus, the risk of accident, is extremely high. Even during peacetime operations, the MX missile rail cars

4/ In 1986 there were 2,006 commercial rail derailments in the United States or 5.49 derailments per day.

-4-

DOCUMENT 287

Testimony Submitted
By Gregg Lombardi
3816 Washington,
Apt. 3-S
Kansas City, MO 64111

will have to be tested on area rail lines. Thus, there are risks even in times of peace. A comprehensive environmental impact statement must consider the following problems:

- 16 a. The risk and consequences of an accident involving a train carrying an MX missile (with or without warheads). Risks that must be considered include:
- 17 risks due to the tremendous weight of the missile;
- 18 risks due to the tremendous size of the missile; risks due to the age and strength of the railroad tracks and bridges in the area; risks due to the fact that the train operators will probably be Air Force personnel and therefore not well-trained in the operation of trains; risks of accident due to blizzard, thunderstorm, flooding, earthquake, tornado, or other natural disaster; risks due to the possibility of sabotage (because the MX missile is larger than a boxcar it will be impossible for the Air Force to hide the fact that the trains are carrying MX missiles. Because the missiles are so obvious, and because the trains, by definition, must go in a single direction at a slow speed (the maximum speed for trains carrying the MX missile is 35 mph), these trains will be an easy target for sabotage).
- 19
- 20
- 21 Consequences that must be considered regarding rail safety include, but are not limited to, damages area rail lines and bridges due to the transportation of MX missiles over them (whether armed with warheads or not); the consequences of accidental ignition of the rocket fuel for the MX missiles due to a rail accident; the consequences of accidental firing of the MX missile due to a rail accident; the consequences of an accidental detonation of a warhead due to a rail accident. In considering these consequences, the Air Force must also look at plans for evacuation of area communities in case of an accident involving a train carrying, or purported to be carrying, MX missiles (whether armed with nuclear warheads or not), as well the health and economic costs to residence who might have to be evacuated.
- 22
- 23
- 24
- 25

Each of these considerations must be taken into account even if the environmental impact statement considers only "peace time operation" of the MX missile in the Rail Garrison Basing

-5-

DOCUMENT 287

Testimony Submitted
By Gregg Lombardi
3816 Washington,
Apt. 3-S
Kansas City, MO 64111

- 26 Mode, for certainly, even in times of peace, the railroad system must be tested on actual railroad tracks, thus exposing all communities along the railroad tracks to the numerous risks and consequences discussed above.

Deployment of MX Missile Railcars in Times of National Emergency

5. Deployment of the MX missile railcars during times of national emergency, involves tremendous risk of catastrophic environmental impact. These impacts go far beyond those discussed in the previous sections. A comprehensive environmental impact statement must consider each of the following risks and consequences:

- 27 a. The risks and consequences of a preemptive Soviet nuclear attack on Whiteman Air Force Base. It is well known that it would take at least three hours to arm the MX railcars and get them out onto the public railroad tracks outside of Whiteman Air Force Base. Should the Soviet Union find out that efforts to deploy the railcars are underway, it would give them ample time to make a pre-emptive first strike on those railcars while they are still at Whiteman Air Force Base;
- 28 b. The risks and consequences of sabotage to MX railcars while they are carrying nuclear warheads. Because it would be impossible to hide the fact that a railroad car was carrying an MX missile, and because the MX railcars cannot travel more than 35 mph, and by definition they must go in a single direction, they would be extremely vulnerable targets for sabotage or terrorist attack. It would be alarmingly easy for a terrorist group to obtain nuclear warheads from a MX railcar. All they would need to do would be to obtain a few sticks of dynamite (easily available at construction sites) and a handful of automatic or semi-automatic weapons (available at practically any pawn shop) dynamite a bridge while an MX railcar is going over it and use the automatic weapons to knock out whatever security forces survive the crash. Even

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28 If the risk of nuclear warheads falling into the hands of terrorists is small, and even if terrorists were to have difficulty detonating these weapons, the possible consequences of having nuclear warheads fall into the hands of terrorists within the state of Missouri is obviously unacceptable. An environmental impact study must consider these risks and consequences;

29 c. The risks and consequences of using Air Force personnel to operate the MX railcars while they are carrying warheads;

30 d. The risks and consequences of a Soviet nuclear attack once the MX railcars are deployed on public tracks. The MX missiles traveling around the state of Missouri at 35 mph on railroad tracks will be a very likely target for Soviet nuclear attack. Because they must travel on rail lines, and because they must travel at slow speed, the MX railcars will be like ducks in a nuclear shooting gallery, and the Air Force's plan to deploy these MX railcars at Whiteman Air Force Base would turn the state of Missouri, particularly the cities of Kansas City, Columbia, Jefferson City, and St. Louis, which are along the major rail lines, into the shooting gallery;

31 e. The consequences of an electro-magnetic pulse from an exploded nuclear weapon in the area. Traditional engines are rendered useless by the electro-magnetic pulse that accompanies a nuclear explosion. If the MX railcars are vulnerable to an electro-magnetic pulse, a single nuclear explosion could leave all of the MX railcars, with their scores of nuclear warheads, stalled and without protection throughout the Missouri countryside. This would leave them particularly vulnerable to sabotage or terrorist attack. Also, because radio communications might be cut off by an electro-magnetic pulse, the risk of accidental firing, or firing caused by panic of the people operating the MX railcars should be seriously considered in the environmental impact study;

32 f. The risks of accident, and damage inherent in the firing of MX missiles from railcars. Currently, the Air Force has no idea of how it will launch the MX missiles that it plans to carry around the state on railcars. Indeed the logistical problems of even attempting to raise the 200,000 pound MX missiles from railroad cars into a position from which they could be fired poses potentially insurmountable engineering problems. Furthermore, the risk of accident in firing

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32 an MX missile from the gravel bed of a railroad track would be extremely high, thus endangering residents for miles around the track (if not the whole state). Also, the damage to railroad tracks and surrounding countryside from firing an MX missile from a railcar would be potentially severe. An environmental impact statement must consider each of these potential consequences.

Economic Costs

6. With a two trillion dollar national debt and more than 20% of the federal budget going to pay interest alone on that debt, the United States now faces an economic crisis. The government should take care not to waste the hard-earned money of U.S. taxpayers on frivolous, and extremely dangerous projects.

The Department of Defense and the Air Force should not be exempt from this rule. A comprehensive environmental impact statement must consider the specific economic consequences to the city of Warrensburg both of the deployment of the MX missile Rail Garrison Base at Whiteman Air Force Base, and of the waste of \$20 billion of the money of U.S. taxpayers for deployment of the MX missile. Issues of concern include:

33 a. The tremendous strain on local schools, hospitals, police forces, and utilities from the sudden influx of personnel to construct a MX Rail Garrison at Whiteman;

34 b. The damage to local economy after the workforce leaves. By the time construction personnel depart from Whiteman, the city would have to have had expanded its school system, its police force, its hospital facilities, etc. The departure of the workforce could have a severe economic impact;

35 c. The waste of \$20 billion nationally; because military spending, particularly on weapons systems, is extremely inefficient (in other words many more jobs are created by a million dollars spent by private business than by a million dollars spent by the

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36 government in constructing nuclear weapons). The \$20 billion the government plans to spend on the MX missile Rail Garrison Basing project may have significant adverse economic impacts, which will effect the city of Warrensburg as well as the rest of the country. These include increased unemployment, higher inflation rate, as well as secondary effects including higher crime rates, poorer public facilities including schools and hospitals, and generally, a lower standard of living.

Alternatives to the MX Missile Rail Garrison Basing Mode

7. In the early 1960s, Defense Secretary MacNamara was asked how many American nuclear missiles it would take to absolutely assure that the Soviet Union could never attack the United States without being completely destroyed itself (thus the concept of Mutually Assured Destruction). Defense Secretary MacNamara stated that the absolute highest number of nuclear weapons that the United States could possibly need was 400.

Now, with more than 10,000 nuclear warheads, the United States clearly does not need additional weapons to deter Soviet attack. Furthermore, there is no logical reason why the MX missile which is suppose to be designed for the purpose of surviving a Soviet nuclear attack, needs to be a first strike weapon.

A first strike weapon is one that could destroy Soviet missiles while they are still in their missile silos. First strike weapons are considered by the Soviets to be offensive weapons which could be used in a surprise attempt by one country to take over the other country before the latter could have a chance to strike back with its own nuclear weapons. The United

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States has insisted that it would refrain from making a first strike on the Soviet Union, (if the Soviet Union believed that the United States had launched first strike weapons aimed at Soviet's soil, they would almost certainly fire at least some of their nuclear weapons prior to the time that the American missile would hit Russian soil (this is referred to as launching on warning). Because first strike weapons would require the Soviet Union to launch on warning, they shorten the amount of time that the Soviet's have to respond to a real or even mistakenly perceived American nuclear attack. Thus, first strike weapons greatly increase the risk of nuclear war and make it possible that there would be an accidental nuclear war). Accordingly, because the MX missile is a first strike weapon, it will greatly increase the risk of a pre-emptive Soviet nuclear attack. Numerous alternatives exist to putting these extremely expensive, aggressive, and dangerous weapons on railroad cars in Missouri. A comprehensive environmental impact study must consider the following alternatives:

38 a. The no action alternative. Because the United States already has more than sufficient nuclear arms to deter a Soviet attack, no additional weapons are needed. The Air Force has no good reason to increase the risk of nuclear war, and gravely endanger the people of Warrensburg, and the state of Missouri in particular, and the whole United States in general, by putting the MX missiles on railcars at Whiteman Air Force Base;

39 b. The use of Trident II missiles as an alternative to the MX Rail Garrison Basing Mode. If Congress should decide that it is absolutely necessary to have mobile first strike weapons, it can use the Trident II missiles. This missile system, which Congress already

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40 funded, puts first strike missiles on United States submarines. These submarines are much less vulnerable to sabotage, accident, and Soviet attack than MX missile Rail Garrison. Because these missiles are kept at sea, the risks to the civilian population (and thus the environmental impact) of these missiles is substantially less than the MX Missile Rail Garrison:

41 c. The use of non-first strike weapons and alternative modes of transportation. Deterent (which is to say non-first strike) nuclear weapons are smaller, lighter, and less expensive than the MX missile. If Congress decides that it must have a mobile land base missile system, it should use these smaller weapons. Not only would this decrease the risk of nuclear accident or sabotage, it would also lead to greater nuclear stability and therefore decrease the risk of nuclear attack or accident at Whiteman (thereby decreasing the environmental impact of the program).

Lack of Sufficient Notice and Opportunity to be Heard

8. The Department of Defense's own regulations require significant public participation in preparation of the environmental impact statement.^{5/} The amount of public participation in environmental impact statement is to be determined by several factors including: "magnitude of the proposal; likelihood of public interest; need to act quickly; and, national security classification issues."^{6/}

The Air Force's proposal to put MX missile railcars in Warrensburg, Missouri is of monumental magnitude. If implemented, the proposal would make western Missouri a top priority target for Soviet missiles, and would greatly increase the risk of a surprise Soviet pre-emptive nuclear attack on the state.

5/ 32 C.F.R. §214, enclosure 1(C)(3).

6/ Id.

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Obviously a program which threatens the lives of hundreds of thousands if not millions of Missourians is of the highest possible degree of public interest.

Furthermore, although the Air Force seems to be in a hurry to have the MX Rail Garrison program approved, there is no need to act quickly to do so. Congress has not yet decided even to deploy the MX Missile Rail Garrison, and indeed the project faces stiff opposition from majority leaders in Congress, including Les Aspin who is head of the House Armed Services Committee.

Finally, although the MX Rail Garrison program has obvious national security classification issues, there is no reason why those issues should prevent a full public hearing on the MX Rail Garrison.

In light of the above, the hearings that the Air Force is holding in regard to deployment of the MX Missile Rail Garrison at Whiteman Air Force Base, clearly do not satisfy the requirements of its own regulation. Accordingly, these hearings are in violation of those regulations and of the National Environment Protection Act ("NEPA").

42 The Air Force has provided only the most obscure possible notice of these hearings, which was published in the February 26 copy of the Federal Register (it is doubtful that more one-tenth of one percent of the civilian population in Missouri

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42 has ever read the Federal Register). Furthermore, even that notice failed to give the date, time or location of the Whiteman Air Force Base hearings.

43 Nor has the Air Force provided sufficient information for the public to evaluate the proposal. It has been extremely difficult to obtain written material on the proposal from the Air Force, and the material that the Air Force has provided fails to deal with the vast majority of significant environmental issues raised by the possible deployment of the MX missile-railcar program. Finally, the hearing themselves are clearly 44 insufficient. The public was given less than two hours to testify in regard to this monumentally dangerous and expensive program.

For the Air Force to comply with its own regulations and with NEPA it must do the following:

3 a. Hold hearings in all communities with a population greater than 50,000, which are located within five miles of rail lines to be used by the MX missile railcars, as well as in similarly large communities through which the MX missiles and their warheads would pass on the way to Whiteman Air Force Base;

45 b. Provide adequate public notice of these hearings. This would include taking out advertisements in the most widely read newspaper in each of these communities, as well as advertisements on popular radio and television stations in those communities;

46 c. Provide readily accessible written information in regard to the program, more than 30 days prior to the time at which the hearings are scheduled. This information should briefly address all significant environmental issues (including those discussed above) raised by the deployment of the MX missile railcar system at Whiteman Air Force Base;

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44 d. Provide adequate opportunity to be heard at public hearings. People wishing to testify should be allowed at least 10 minutes to do so, and at least six hours of public hearings should be held in each community with a population of more than 50,000.

I am very much concerned about the potential environmental impact of the proposed deployment of the MX missiles in the Rail Garrison Basing Mode at Whiteman Air Force Base in Warrensburg, Missouri. The program is dangerous, extremely vulnerable to sabotage, economically unsound, and likely to severely increase the risk of nuclear war.

Although these hearings have been seriously deficient, I very much appreciate the opportunity to submit written testimony. I hereby formally request that I be provided with the draft environmental impact statement as soon as it is publicly available. The DEIS should be sent to my home address as shown on this statement.

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Comments on the Draft Environmental
Impact Statement Regarding the Proposed Deployment
of the MX Intercontinental Ballistics Missile
in the Rail-Garrison Basing Mode

There are numerous problems with the proposed MX Intercontinental Ballistic Missile Rail-Garrison Basing Mode which the Air Force's Draft Environmental Impact Statement ("DEIS") does not sufficiently address. A comprehensive final environmental impact statement must consider each of the following topics:

1. Rail Safety

The Draft Environmental Impact Statement claims that the MX railcars are "expected to be substantially safer than those of ordinary freight trains." DEIS at 5-8. The Air Force goes on to base its calculations of risk on the assumption that the MX railcars would be as safe as ordinary freight cars. There are numerous reasons why this assumption is wrong. The calculation of rail transportation risk in the Final Environmental Impact Statement must take into account the following facts which make the risk of mishaps for the MX railcars substantially greater than for ordinary freightcars:

a) Weight: the maximum load capacity for an average railcar (excluding the weight of the car itself) is approximately 100,000 pounds. The MX missile by itself, however, weighs 195,000 pounds. The launching canister, hoisting apparatus, and other launching and protective hardware may well weigh an additional

200,000 pounds. Furthermore, because of its extreme length, and because of the load it must carry, the MX railcar itself will be substantially heavier than a normal railcar. The Final Environmental Impact Statement must state the weight of each component that the MX railcar would be expected to carry, including the weight of: the cannister surrounding the missile; the launching apparatus,^{1/} the hoisting apparatus; all other materials to be carried by the railcar; and, the weight of the car carrying the missile itself. The FEIS must also state the entire weight of the fully loaded MX railcar and calculate the increased risk of accident due to this mammoth weight. See diagrams attached hereto as Exhibit A and incorporated herein by reference.

b) Center of Gravity and Weight Distribution: The weight problem is exacerbated by the fact that the distribution of weight will make the MX railcar prone to accidents. Normally when a railcar carries a substantial weight, that weight can be distributed evenly on the car usually with the greatest weight directly over the wheels and with the center of gravity of the

^{1/} It is my understanding that the Air Force is considering launching the MX missiles not from the rail cars but from stationary, permanent missile silos that it plans to build at various points along the rail lines that the MX rail cars would travel.

The DEIS for the proposed MX Rail-Garrison does not consider any of the numerous and substantial peace time environmental impacts of the construction, maintenance and use of stationary missile silos for launching of the MX missile. Should the Air Force elect to use such a system, NEPA, CEDA, and the Department of Defense's own regulations require that additional hearings be held and that another Environmental Impact Statement be prepared to consider such impacts.

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load relatively low. Each of these measures decreases the risk of rail accident. The opposite will be true of the MX railcars. The majority of the weight of the missiles is concentrated in Stage 1 which is 25 feet long and weighs 108,000 pounds. DEIS at 5-9. This means that more than half of the weight of the missile will be concentrated in an area that is only 30% of the total length of the MX railcar. This uneven distribution of weight will put a severe strain on that section of the railcar that must carry Stage 1. Similarly, this will put severe pressure on the rail lines as the wheel that carry the weight of Stage 1 bear down on the rail ties.

Furthermore, the center of gravity of the MX railcar would be dangerously high. Rule 89 of the American Association of Railroads ("A.A.R.") Interchange Rules provides that the combined center of gravity of a railcar and its load must not exceed 98 inches above the top of the rail. Because an MX missile is nine feet high, and presumably the weight of the missile is distributed symmetrically, when the missile is on its side, its center of gravity is 4.5 feet off the ground. Assuming that the launch canister has a radius that is just one foot wider than the missile itself, the center of gravity of the MX missile and its cannister is likely to be at least 5.5 feet above the bed of the railcar. The fact that the MX railcar will be 17 feet high (a normal railcar is approximately twelve feet high) suggests that the missile's center of gravity will be substantially more than five

and one-half feet above the bed of the MX railcar. Given that the bed of the railcar will be approximately four feet off the ground, the center of gravity of the missile and its cannister is likely to be well over nine feet above the rail beds, and perhaps substantially more than ten feet above the ground, in violation of A.A.R. regulations. This would present an extremely dangerous condition both when the railcar goes around curves and when the car rocks from side to side, as railcars are prone to do.

An example illustrates this point. The torque ("tipping force") exerted by a load with a particular weight equals the force as the car rocks or goes around a curve multiplied by the height of the center of gravity. Thus, assuming that a typical load has its center of gravity two feet above the bed of a railcar (and therefore six feet above the rail lines themselves) if this load exerts a 100,000 pound force to the outside as the car goes around a corner the tipping force exerted on the track would be 600,000 ft/lbs (6 feet X 100,000 lbs). For an MX missile, with its center of gravity 9.5 feet above tracks, the tipping force is substantially greater. Assuming that the missile would exert a 100,000 pound force going around a hypothetical curve, the tipping force that the tracks would have to bear would be 950,000 ft/lbs. (100,000 lbs. X 9.5 feet).

Also, the angle to which the MX railcar could tip before falling over would be smaller because of the higher center of gravity of the train.

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The Final Environmental Impact Statement must state the height of the center of gravity for a fully-loaded MX railcar, analyze the uneven distribution of that load, and determine how these factors, particularly given the extreme weight of the load, increase the risk of rail accident.

c) Length: An average railcar approximately is 50 feet long. The longest-single piece railcar in use today is 89 feet long. The MX railcar, however, which the Air Force is proposing, is 89 feet long.

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The MX railcar will not only be at least as long as the longest other railcar on the tracks, it would be only 89 foot long railcar that is fully enclosed.^{2/} This means that the MX railcar would be extremely vulnerable to accidents (because of the length combined with the tremendous weight the MX railcar must carry and its high center of gravity), it would also be easily identifiable for anyone who sought to sabotage or track the MX trains.

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^{2/} Given that the Air Force still does not know how it will launch the MX missile, it may be that the final design of the MX railcar, including launching apparatus will be substantially longer than 89 feet. If it is feasible that the MX railcar would be longer than 89 feet, the Air Force must consider the potential additional risks inherent in this greater length in the Final Environmental Impact Statement.

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The only other railcars that are in the range of 89 feet are either flat bed cars or open air cars (like the railcars that transport automobiles). None of those cars carry weights that approach anything close to the weight of the fully loaded MX railcar.

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Its length obviously would make the MX railcar more unstable than an average freight car. The Final Environmental Impact Statement must consider the increased risk of accident due to the tremendous length of the MX railcar.

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d) Width: The average railcar is approximately nine feet wide. The MX missile alone is 92 inches wide. The regulations of the American Association of Railroads, ("AAR") provide that any railcar more than 12 feet in width is a wide load. When a wide load passes along rail tracks, all adjacent tracks, under AAR regulations, must be cleared to avoid accidents. In order to make sure that this is done, trains with wide loads must give advance notice of where they will travel.

In its Draft Environmental Impact Statement, the Air Force boasts that the MX missiles on their railcars would be protected in the case of mishap by their launch canister and by the missiles launch car structure. DEIS at 5-1. However, even if the launch canister and car structure together were only 27 inches thick (and this includes the space between the missile and the

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launch canister and between the canister and the car structure), the MX railcar would be at least 12 feet wide and would constitute a wide load under AAR regulations. This means that the railcar would not only be unstable because of its width, but there would also be an increased risk of accident due to the chance that the railcar would collide with oncoming rail traffic. This also extremely increases the risk of sabotage, because the MX railcar would be required to either inform the entire rail community of where it intends to travel (thus essentially informing would-be saboteurs where to watch for it) or, it must clear all commercial rail lines on which the railcars could possibly travel (this would be contrary to the Air Force's promise not to disrupt commercial rail traffic). The Final Environmental Impact Statement must state the width of the MX railcar and consider the increased risk of rail accident and sabotage or terrorist attack due to the width of the railcar.

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e) Inexperienced Engineers: The Air Force plans to use military personnel to operate its trains. Thus, it is unlikely that the MX railcar operators will have significant experience in operating railcars. Even if these operators are exhaustively trained, there is no substitute for on-the-job experience. The Final Environmental Impact Statement must consider the increased risk of rail accident due to the inexperience of the Air Force personnel who will be operating the trains.

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2. Risk of Sabotage or Terrorist Attack

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The Air Force largely ignores the risk of sabotage or terrorist attack in its Draft Environmental Impact Statement, discussing it for only four sentences under the heading "Unauthorized Access." DEIS at 5-6. Terrorism and sabotage, however, pose an extreme threat to the MX railcars, and the environmental impact of a terrorist attack could be catastrophic. The Final Environmental Impact Statement must consider this risk seriously.

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The MX railcars would be easy for terrorist or saboteurs to spot for several reasons. First, it would be almost twice as long as a normal railcar, and would be the only completely enclosed 89 foot long railcar that would be on the tracks. Second, to bear the tremendous weight of its load, MX railcars would be required to have more wheels than a normal railcar. The MX railcar would be required to have at least eight axles (a normal railcar has four axles). Third, the railcar would be wider than a normal railcar. Fourth, whereas an average train includes approximately 40 boxcars, the MX trains would tow only six or seven cars. Fifth, because the Air Force would be using state of art equipment and, supposedly, would be constantly maintaining this equipment in top shape, it is likely that the railcars would look significantly different from normal railcars. Sixth, the MX

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56 railcars would bypass normal rail line interchanges, where all normal freight cars are shifted from the engines of one rail carrier to another.

Furthermore, the MX railcars will be particularly vulnerable to terrorist attack for numerous reasons. First, because the MX railcars must travel in one direction, and at a set speed, it would be easy for terrorist to know where they are going. Second, the rail lines themselves are vulnerable to sabotage: a few well placed sticks of dynamite on a train bridge would destroy an MX railcar and its billion dollar cargo. Third, it would be impossible for the Air Force to adequately patrol the approximately 100,000 miles of rail lines that the MX trains are expected to travel. Terrorists could choose when and where to strike the trains. Fourth, because the Air Force plans to move the trains for only four hours each day when they are on alert, terrorists would have substantial time to prepare ambushes several miles down the tracks from the resting MX train.

57 The Final Environmental Impact Statement must consider not only each of the risks, discussed above, and consequences of a terrorist attack, but also the environmental impact of the Air Force's safety measures to avoid such an attack. For example, would the Air Force be required to fire on anyone who comes near

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the tracks as the MX railcar passes. Further, would it require adjacent landowners to remove trees and other objects that might provide cover for terrorists.

The Air Force glibly states, "even in the event of a successful attack on the system, no impacts worse than those described in Section 5.4, . . . are expected." Such consequences cannot be shrugged off lightly. Section 5.4 refers to the cataclysmic destruction that would occur if the rocket fuel for the MX exploded: all light structures within 1,000 feet of the blast would be destroyed. Presumably, the Air Force includes human beings in its definition of light structures. DEIS at 5-29. Furthermore, nitric acid and hydrochloric acid gas concentrations up to 1.6 miles away from the attack would create "potentially lethal exposures." Id. Given that terrorist attacks are likely to occur in heavily populated areas (where protective cover is plentiful and the military response would have to be subdued) the results of a terrorist attack could be devastating. Thus, the Air Force's summary of risks, and summary of mishap-induced and mishap-free risks contained on pages 5-26 and 5-27 of the DEIS, because they do not include the risk of terrorist attack or sabotage, are extremely misleading. They should be revised in the Final Environmental Impact Statement to reflect the probability of mishap due to terrorist attack and the consequences of such potential mishaps.

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Additional Problems With the Draft Environmental Impact Statement

A. "Public Interface"

58 The Draft Environmental Impact Statement does not deal at all with "public interface" problems that the MX Rail-Garrison program would have. Public interface problems include everything from peaceful law-abiding protest to acts of civil disobedience ranging from having demonstrators lie down on the track to having them remove rail ties or otherwise sabotage the rail line to prevent the MX training car from passing.

I do not intend either to encourage or condone acts of civil disobedience. They are, however, a serious concern and they were one of the things that Congress specifically wanted the Air Force to address in its Environmental Impact Statement. The Air Force has failed to do so.

Acts of civil disobedience tend to be very costly to the local community. The Air Force will not provide security personnel to help the local community deal with civil disobedience. Accordingly, local communities will have to pay police to monitor protests and to make arrest when there is civil disobedience. Furthermore, the prosecution of acts of civil disobedience will put a strain on the local courts, as well as local prosecutors. The Final Environmental Impact Statement should consider these costs, including the risk of injury and

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property damage due to both lawful and unlawful protests, and all costs to the community of policing against such protests and acts of civil disobedience.

B. Air Transportation Risks

59 The Draft Environmental Impact Statement states that, "[the Air Force special cargo squadron that handles the shipment of nuclear warheads] has transported nuclear materials for 25 years and has never experienced a mishap which created possibility of damage to the Sentry system." DEIS at 5-2. There is, however, a history of air transportation accidents with nuclear weapons. On June 17, 1966, a U.S. plane crashed in Spain while carrying numerous nuclear missiles. One missile was missing for several months and 2,000 tons of radioactive soil had to be removed from Spain. Thus, the Final Environmental Impact Statement must consider both the risk and consequences of radiation leakage from an airplane accident, as well as the risk and consequences of having a nuclear warhead missing for several days, weeks or months.

C. Incorporation By Reference Of Materials To Which the Public Does Not Have Access.

The Draft Environmental Impact Statement makes reference to numerous materials to which the public does not have access. I hereby request that I be sent a copy of all documents, rules and

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regulations referred to in Chapter 5 of the Draft Environmental Impact Statement ("safety considerations"). These include, but are not limited to the following:

Final Environmental Impact Statement, Pantex Site, Amarillo, Texas (U.S. Dept. of Energy, 1983);

Final Environmental Impact Statement, Rocky Flats Plant Site, Golden, Colorado (Nuclear Regulatory Commission, 1980);

Final Environmental Impact Statement on the transportation of radioactive material by air and other modes (Nuclear Regulatory Commission, 1977);

Draft Environmental Impact analysis on the transportation of radionuclides in urban environs (Nuclear Regulatory Commission, 1980);

Shipping container response to severe highway and railway accidents (Nuclear Regulatory Commission, 1987);

Space and Missile System Organization STD-79-1;

Air Force Regulations 127-100; 122-3; 122-9; 122-10; 122-4;

AFR 40-925; 35-99; DOD Directive 3150.2; and Air Force Technical 11A-1-47.

- 60 All parties who request this material should be given at least 45 days from the receipt of it to provide additional written comments for the Draft Environmental Impact Statement. Without access to this information, the DEIS is vague, confusing and incomplete.

D. System Certification

- 61 The Draft Environmental Impact Statement says that the MX Rail-Garrison System must receive explosives safety siting approval for facilities from the Air Force Inspection and Safety

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- 61 Center and from the DOD Explosive Safety Board. This statement, by itself, is meaningless. The Final Environmental Impact Statement should state what criteria will be used in making system certification and what sort of tests will be run on the system.

E. Personnel Programs

- 62 Section 5.1.2 of the DEIS states the various efforts that the Air Force will make to prevent Air Force personnel from sabotaging the MX missiles in the Rail-Garrison Basing Mode. Nowhere in the DEIS, however, does the Air Force evaluate the risk of sabotage of Air Force personnel or the consequences of such sabotage. The Final Environmental Impact Statement must do so.

- 56 The MX trains both when deployed on training runs, and when deployed while armed with live MX missiles, must communicate with civilian rail lines. The Draft Environmental Impact Statement does not consider how the Air Force intends to do this while keeping the identity of the MX train secret. The Final Environmental Impact Statement must consider the increased risk of rail accident due to problems with communication between the MX trains and civilian trains, as well as the increased risk of sabotage that would accompany good communications (i.e. if the MX trains made their location clear to civilian commercial trains, they would probably also be making their location clear to any one interested in sabotaging the trains).

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F. Failure to Define "National Need"

- 64 The Draft Environmental Impact Statement repeatedly states that the MX railcars would only be deployed carrying MX missiles in times of "national need." The DEIS, however, although it contains more than twenty pages of definitions nowhere defines what constitutes a "time of national need." As the Air Force explains in its Environmental Impact Statement, the risk of adverse environmental impact is a function of the distance traveled by the MX railcars. See DEIS at 5-14. Because the distance traveled is a function of the frequency and duration of times of national need, both the frequency and duration of "times of national need" must be approximated by the Final Environmental Impact Statement. Otherwise, there is no way for the public, or the Air Force, to evaluate the risk of accident.

G. Disbursal

- 66 The Draft Environmental Impact Statement states that, when the railcars are disbursed they will be moving only approximately four hours out of every twenty-four hours. DEIS at 5-8. The fact that the MX trains will be immobile for twenty hours of the day, will make them particularly vulnerable to sabotage. The Final Environmental Impact Statement must evaluate this risk.

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H. Risk of Mishap to Propellant Containers

- 67 It is my understanding that the propellants proposed to be used by the Air Force for the MX must be stored under carefully controlled environmental conditions and can only, safely, be exposed to a limited range of temperatures. If the fuels are allowed to freeze or become overheated, their containers are likely to crack, thus leading to the catastrophic consequences discussed in Section 5.4 of the Draft Environmental Impact Statement. The DEIS does not deal with this issue. The railcars are likely to be exposed to extremes of temperature. In the summer, the missiles would virtually bake in the steel encased railcars, whereas, in the winter, the railcars must be prepared to deal with temperatures well below zero. Thus, the heating and cooling systems for the MX railcars would be subject to extremely adverse conditions. Should one of these systems fail, the consequences could be catastrophic. The Final Environmental Impact Statement must deal with this risk and the concurrent consequences.

I. System Integrity

- 68 The DEIS states: "An analysis was performed on both head-on and rear-end collisions involving the [MX missile] and commercial trains at various speeds." The DEIS, however, does not state whether this analysis was done just with computer simulation or through the use of the actual railcars that might be involved in such accidents. Computer simulation is infamous for its

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failure to take into account all potential problems. Thus, if the Air Force solely conducted computer analysis, it should so state in the Final Environmental Impact Statement and, it should increase the risk factor to take into account the fact that computer models virtually never consider all potential risks.

J. The Re-entry Vehicle Integrity

The DEIS states: "A propellant fire would not likely last [long enough] to breach the RV and begin aerosolization of plutonium." DEIS at 5-12. The Final Environmental Impact Statement should quantify this risk so that the danger of plutonium aerosolization can be evaluated.

The DEIS goes on to say, "the pressure generated in the fire would likely to cause the RV to be expelled from the fire . . ." Id. Indeed, when the Titan II explosion occurred in Arkansas several years ago, one or more of the RV's were thrown from the missile silo and it took the Department of Defense several days to recover one of the warheads.

The Final Environmental Impact Statement should evaluate the risk that one or more nuclear warheads would be lost by the Air Force and examine the consequences of having one of these lost nuclear warheads fall into the hands of someone with bad intentions.

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K. Risk Analysis: Population Density

The DEIS makes the false assumption that rail accidents are equally likely to occur in urban, suburban, and rural communities. DEIS at 5-17. The fallacy of this statement is demonstrated by the Air Force's own statement that: "almost half of all freight train mishaps occur in switching yards." DEIS at 5-15. Switching yards tend to be located in urban or suburban areas.

The Final Environmental Impact Statement must take into account the fact that rail accidents are more likely to occur in areas of high population density.

L. Radiation Exposure

In examining the consequences of a rail accident, the Draft Environmental Impact Statement states that: "the hypothetical disbursement used to calculate the risk from radiation exposure would result in an average radiation dose per person of .23 rems." DEIS at 5-21. This statement, however, is extremely misleading. The average radiation dose per person is virtually irrelevant. The important question is how many people would be exposed to fatal or disabling doses of radiation (e.g. if 10,000 people were exposed to radiation and the average radiation dose per person was .23 rems, it may well be that five people were exposed to doses of more than 250 rems. Although the "average" person will not suffer any significant effect from the exposure,

-18-

the five people who received high doses will die). The Final Environmental Impact Statement should consider how many people would be exposed to fatal or disabling, or even adversely affecting radiation doses.

M. Aircraft Transport Risks

As with rail accidents, air transportation accidents are much more likely to occur in urban and suburban areas (near runways) than in rural areas. The Final Environmental Impact Statement should take this fact into account.

N. Evaluation of Consequences: Secondary Fires and Toxic Chemical Spills

The Draft Environmental Impact Statement does not seriously consider secondary consequences of rail accidents or sabotage.

These consequences are particularly disturbing. The propellants used for the MX missile burn at extremely high temperatures. They are therefore very likely to cause severe secondary fires. This problem would be compounded by the fact that firefighters would have grave difficulty dealing with the fires-- first, because they are not sufficiently equipped to deal with fires involving the chemicals used as propellants for the MX; and, second, because of the toxicity of these chemicals, they

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would not be able to approach the fire for significant periods of time. The Final Environmental Impact Statement should seriously consider the risk and consequences of secondary fires.

The Draft Environmental Impact Statement admits that hydrochloric acid, nitric acid, monomethylhydrazine ("MMH"), and nitrogen tetroxide all may enter the water system in case of an accident. DEIS at 5-31, 5-32, 5-34. The Final Environmental Impact Statement should seriously consider the consequences of fouling of individuals' and communities' water systems with MX propellants.

In regard to MMH, the DEIS states that "concentrations of MMH exceeding the .2-ppm 8 hour ACGIH recommendations" would occur along the center line of the plume, but that this exposure would not exceed ten minutes at one location. This statement, however, assumes that there would be constant movement in the plume. As the Air Force's scientists well know, air will frequently settle in one area. This is particularly true for chemicals that are heavier than air as MMH appears to be. The Final Environmental Impact Statement should consider the risk and consequences of the MMH settling in an area and thus creating exposures well above the ACGIH recommendations for relatively long periods of time.

-20-

The DEIS also states:

Although aqueous solutions of MMH have been shown to be toxic to biological resources, the amount involved in the scenario is not likely to result in concentration high enough to have any long-term toxic affects.

DEIS at 5-32. The DEIS fails, however, to define what is a long term affect. Furthermore, it does not state what the short term affects would be. The Final Environmental Impact Statement should consider these risks and consequences.

O. Problems for Firefighters

The nitrogen tetroxide that could be released in a mishap involving the MX railcars would cause "burns, ulcers, and damage to eyes and mucous membranes to people exposed to it more than a mile away from the accident and for up to 20 minutes after the release of the nitrogen tetroxide. DEIS at 5-35.^{3/} The release of nitrogen tetroxide would lead to a mortality rate of up to 50% of the people within 600 meters of the accident. DEIS at 5-35. Thus, rescue personnel would not be able to approach an accident for a significant amount of time. Again this problem is aggravated by the fact that pockets of nitrogen tetroxide may be trapped near the accident. Another risk-compounding factor is the fact that frequently, people exposed to the chemical are not aware of their exposure. DEIS at 5-34-35. The Final Environmental Impact Statement must deal with numerous questions regarding these

^{3/} As with MMH, nitrogen tetroxide is heavier than air. Thus there is a strong risk that heavy concentrations of the gas would be trapped in valleys, trenches or other low lying areas. The Final Environmental Impact Statement should consider this problem.

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81 issues. First, how will local firefighting teams be informed of the risk of the chemicals that would be involved in an MX missile rail accident? Second, how would individuals be kept from rushing to the accident site to attempt to rescue people? Third, what are the increased risks and consequences of secondary fires and other secondary consequences due to the fact that rescue personnel will not be able to approach the site of the accident for a significant amount of time?

P. Nuclear Accidents

The Draft Environmental Impact Statement states: "there is virtually no possibility of a nuclear detonation in any potential mishap." In order for this statement to be meaningful, the Final Environmental Impact Statement must quantify this risk and determine the consequence of this risk.

The Final Environmental Impact Statement should also state what fraction of nuclear material in a fire would be disbursed in particles small enough to be inhaled and lodged in the lungs. See DEIS at 5-36. The Draft Environmental Impact Statement says that radioactive material which does not break down into small particles would "settle out in a relatively short distance and constitute environmental surface contamination." ^{4/} The Final Environmental Impact Statement should define this distance. (Section 5.4.4.1 implies that it would be an eight square mile area.)

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86 The statement goes on to say, "radioactive materials disbursed by an explosion create no significant long-term impacts." The Final Environmental Impact Statement should define what a "long-term impact" is and should consider the significant short-term impacts created by the radioactive materials.

87 One of the consequences of radiation exposure referred to by the Draft Environmental Impact Statement is contamination of water supplies:

88 Surface water runoff from contaminated soil prior to cleanup and the settlement of airborne radioactive particles on surface waters may pose a limited risk to biota, depending on the amount and concentration of radioactive material reaching the surface waters.

DEIS at 5-36. "Biota" presumably includes human beings. The Air Force does not quantify this risk and to be accurate, the Final Environmental Impact Statement must do so.

The statement also says, "no measurable human health effects would occur as a result of ingestion [of food contaminated by radioactive material from an MX missile]." DEIS at 5-37. The Final Environmental Impact Statement should consider: the cost of removing and destroying radioactive food; and, the cumulative effect of exposure to radiation from radioactive food, along with exposure from other potential sources of radiation.

-23-

The FEIS must also consider the economic impact on farmers of real or perceived radiation contamination. Even if an MX railcar crashed in agricultural area, and there was no radiation leak at all the loss to local farmers from dropping prices caused by fear of radiation contamination (whether real or imagined) could easily reach tens of millions of dollars. The Air Force must consider such impacts in the FEIS.

O. Mishap Response

92 The Final Environmental Impact Statement should examine how long it would take an "advance contamination survey party" to reach the scene of a derailment.^{5/}

The DEIS states that advice in handling the toxic chemicals that would be present from an MX accident can be obtained from Chemtrec which will have "24-hour chemical emergency information and advice available by toll-free telephone number." 93 The Final Environmental Impact Statement should state how people will know to contact Chemtrec in case of such an emergency, and how people will find out the Chemtrec telephone number (for example, the Chemtrec number is not listed in my local phone directory, nor is it listed with the area code 800 operator.)

92 ^{5/} The DEIS says that the party would be dispatched within an hour of the accident, but does not estimate how long it would take the crews to actually get to an accident, particularly in remote areas.

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P. The Draft Environmental Impact Statement Does Not Seriously Consider The No-Action Alternative.

The risk and consequences of taking no action are obviously much less than those of the proposed project. The Final Environmental Impact Statement must seriously consider this alternative.

39

The Final Environmental Impact Statement should also seriously consider the risk and consequences of the several viable alternative actions including the use of sea-based missiles; smaller land-based missiles; land-based missiles with fewer warheads; land-based missiles that are not first-strike weapons.

The Air Force should also seriously consider the economic effects of the no-action alternative. It is well-known that military spending is much less stimulating for the economy than typical industrial, commercial or even non-military, government spending. If Congress were not required to dump the \$13 billion into the MX Rail-Garrison program that the Air Force proposes, that money could be much better spent on education, health, or even retiring the national debt.

94

The Air Force in its Final Environmental Impact Statement must consider the profound economic and social benefits of the no-action alternative.

-25-

The only alternative which the Air Force proposes to the MX Rail-Garrison--a larger deployment of the MX Rail-Garrison--can best be seen as a bad joke. The Air Force has not seriously considered numerous viable alternatives to this program, and must do so in the Final Environmental Impact Statement.

R. Decreased Property Values

The Air Force has not considered the vastly decreased property values for property located near the MX Missile Rail-Garrison and near the MX missile rail lines. This is a very serious economic impact of the proposed project, and should be considered by the Final Environmental Impact Statement.

95

S. Economic Impact

The Air Force boasts of the hundreds of jobs that the proposed MX Rail-Garrison program would create. However, the statistics which the Air Force cites are taken out of context and are therefore difficult to evaluate. In order for the information to be meaningful, the Air Force must provide the following information in its Final Environmental Impact Statement: the average and mean duration of the jobs that allegedly will be created (400 jobs that last two weeks would not be of significant economic benefit to the communities involved)--this information preferably should be provided by as specific job categorization as possible; the average and mean hourly wage the Air Force plans to pay the workers--again this information should be provided by job

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98

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category; for each proposed Rail-Garrison, the amount of work, expressed in terms of dollars, that will be done by out-of-state contractors and their employees; for each proposed Rail-Garrison, the amount of jobs, expressed in terms of percentage, workers, and dollars, that will be filled by military personnel.

99

100

Without all of the information discussed above the Final Environmental Impact Statement for the proposed MX Intercontinental Ballistic Missile in the Rail-Garrison Basing Mode would be incomplete and in violation of NEPA, CEQA and Department of Defense regulations).

Please send me a copy of the Final Environmental Impact Statement along with all supporting documents^{5/} as soon as possible.

^{5/} It is my understanding that along with the Final Environmental Impact Statement, the Air Force prepares numerous supporting documents, including, but not limited to, copies of transcripts from all hearings, copies of all written comments submitted, designation of where in the FEIS each specific criticism or request for information is answered; detailed supporting environmental impact analysis; calculations and formula used to prepare the FEIS; and/or other relevant information.

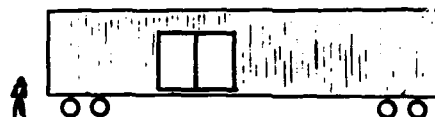
It is also my understanding that this supporting information is not generally distributed with the Final Environmental Impact Statement, unless specifically requested. I hereby specifically request that I receive all documents and information of the type referred to in this footnote.

(It is my understanding that, at times, the Air Force has required individuals to request this supplemental information by specific name. Because, to my knowledge, the Air Force does not publish the names of these documents anywhere, this requirement can only be intended to frustrate citizens' attempts to obtain information which the law requires the Air Force to make public. I request that I receive this information regardless of its name).

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Exhibit A

Average Freight Car



Length: 51 ft.
Unloaded Weight: 63,000 lbs.
Maximum Load: 91,000 lbs.

MX Missile



Length: 71 ft.
Weight: 195,000 lbs.
Carries: 10 Nuclear Warheads

MX Rail Car

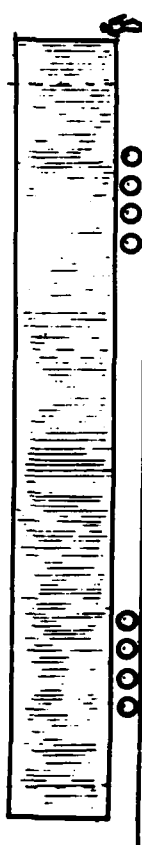


Total Weight: 450,000 to 600,000 lbs.

DOCUMENT 287

Easy Identification for Terrorists or Trackers:
Longer than any other Car on the Tracks;
More Wheels;
Fewer Cars in Train.

MX Rail Car

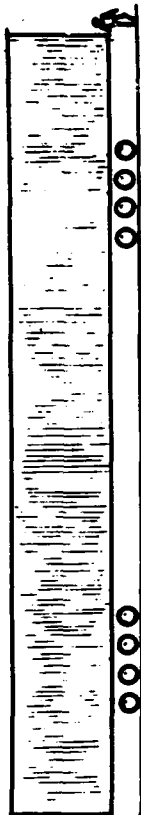


Length: 100 ft.
Unloaded Weight: 175,000 lbs ?
Load:
MX Missile: 195,000 lbs.
Launch System: 100,000 lbs. ?

** Air Force now says the rail car will be 89 feet long and 17 feet high (see draft 1/10/79)*

DOCUMENT 287

MX Rail Car



Average Freight Car



Easy Identification for Terrorists or Trackers:
Longer than any other Car on the Tracks;
More Wheels;
Fewer Cars in Train.

DOCUMENT 287

MX Rail Car



Average Freight Car



Dangers: Weight Problems;
Rail or Tie Failure;
Excessive Rocking;
Too High Center of Gravity; and, Tipping.

Length Problems:
Weight Distribution;
Flexing;
Turning Radius

DOCUMENT 287

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1/ The Rail Garrison Program would be a great asset to the City of Jacksonville.

Shannon Dwyer 10 Timber Ridge Jacksonville, AR 72076
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1/ This Program is needed from a military, as well as a economical standpoint.

Shannon Dwyer 1213 Eastview Dr, Jacksonville, ARKANSAS 72076
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1/ I support the Rail Garrison Program for this area.

Jack L. Fullmer 10 Timber Ridge Jacksonville, Arkansas
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION L.R. AFB (Jax, AR)COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Dear Sir,
I would like to take this opportunity to express our support of the deployment of the Peacekeeper missile at LRAFB.
Please note how much we depend upon the base and its personnel. They are very active in making Jacksonville an active and growing community. We also appreciate your efforts to inform citizens of the environmental impact concerning this issue.

Sincerely,

Joe & Kim Stacey

Jacksonville Knirk Kopy #1206 #17 Crestview Plaza
Name Street Address City State Jax, AR 72076

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Lt. Col. Peter Walsh
AERCE-BMS/DEV
Norton AFB, Calif 92409-6448

Regarding the public hearing held August 9, 1988 at Great Falls High School, I am in support of the following.

If the Administration and the Congress conclude that deployment of the Midgetman small mobile missile on the Peacekeeper rail garrison are in the national interest, and if the State of Montana, for environmental, and practical reasons, selects the State of Montana as the optimal deployment site, the State administration, legislature, local government, and the people of Montana will be pleased to cooperate with it fully, and continue the same excellent base-community relationship which Great Falls and Montana have had for the past 25 years with Minuteman Air Force Base and the

I regret that I could not attend the meeting. However, I would like my personal endorsement put on file.

Thank you,
Ira M. Kaufman Jr.
 Ira M. Kaufman, Jr.

LOCATION *Little Rock Ark.*
Jacksonville Ark.

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Resevoir for the Garrison program proceeds, and afford you an opportunity to bring to our attention matters that may assist us in our analysis. Our analysis is through a final decisional analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Dear Sir,
I'm from my full support for the
Dorchester and Chicago programs. Indianapolis
is well suited for the program and I
am looking forward to visiting it soon. It
will be a great help up the road while the
city at large is beginning the process
for the great future.

James C. Devici
1554E 1st 108 Halcyon Circle, Oremville, Ar 72076

Name	Street Address	City	State
Please hand this form in or mail to:		Lt Col Peter Walsh AFRCB-BMS/DEV Norton Air Force Base San Bernardino, California 92405	

Lt Col Peter Walsh
AFRCFE-BMS/DEV
Norton Air Force Base
San Bernardino Ca. 92409

The Scoping Manual has not addressed the following environmental and safety issues.

Poor track quality and example of that is the recent train deraiment in Montana. This wreck was caused by head stress on the track. Contrary to the reports of the railroad which say that the tracks are in top shape, these reports are there only to make them look the way they want them to appear. The statistics that are given are not an explanation of what is really occurring but rather a general numbers that only meet there desire to have their antiquated system used.

Until these statistics show the number of derailments and their location, with a detail study done on each one as if it were the missile train and the result computed you do not have a realistic study. These studies should include the number of deaths, number of injuries, the property loss and income loss resulting from the accident. Until this is completed there has been no viable study.

None of the concerns of the citizens of Great Falls were addressed in the draft!!!!!!!!!!!!!! This alone make the study one that is not viable or acceptable. The draft has been created in violation of the concepts by which we were asked for our input. Ignoring the concerns of the citizens of Great Falls and also citizens of United States of America.

States of America. The addressing the issue of atomic explosion issue whether it be one of our own missiles or an incoming hostile missile, the is no study of the effect of what would occur and the effects on the civilian population. There is no proposals to protect the civilian population. The only thing that is said is that you are hired by the citizens of the United States to protect them from the effects of war not to endanger them in the silly game of war. Until this document includes measures to protect the civilian population, the dramatically increased risks of attack, this study is not relevant.

is not complete. When given on income to the communities, I find to be total error and vague generalities. In the public hearing I was told that the figures given are only income that goes out into the community. I find that hard to believe as it appears only to be the total income into the base and there is no break down as to what is spent when the money is deposited in the bank. The income, the hidden income (non taxable), services provided by the Air Force with a breakdown of all income coming from services provided by the Air Force, and money for services provided locally and those provided by outside contractors, those that are not from the immediate area) we do not have the financial breakdown of the cost of the car or housing and the value of such housing provided by the Air Force.

Included in the proposals the actual allotted amount provided by the Air Force to off set the direct costs of the implementation of the

8 projects but one for the convenience of their radio. The witness said that the witness system was not a safe system. He said that at least one missile explosion (a liquid system) in a silo killing the crew members in the area, yet you tell me of the safety of the system, as this is from a reliable source, I can conclude that you are not presenting an honest case but one that is made up of deliberate dishonesty. As for reports or claims well maintained systems how come do I hear reports of fires in existing systems. Again what are you trying to hide. I am not a nuclear expert but I am familiar with all the nuclear power plants not nuclear weapons. I am not a nuclear expert.

9 There is no addressing if the sabotage issue and other issues including the safety of communities through which these trains must pass are not even examined and are not an issue with which the Air Force wants to examine, as it would lead toward a real problem in implementing the system.

10 In the public hearings the Air Force stated that the Trains at no would be going or be any where near rail switching systems. I do not see how this would be possible as the two are part of the same system. especially since in the west it is often only a sliding rail. Who ever is supplying this information is totally deceiving you.

11 Train speed is said not to exceed 30 mph. and that this is totally within reason for working the system and would not interfere. As I have driven tractor trailer units for a number of years, I have observed the speed of the trains to vary from 55 mph to 80 mph + (approx) as they were traveling faster than my truck which had a top end of 72 mph. Again the system figures are wrong. 30 mph figures are un realistic and misleading.

12 From listening to response at the public hearing, and in examining the draft that the system is not really a mobil system but a stationary system, designed to not leave the complex at all. I have come to the conclusion that it is an attempt to violate treaties that are in place or are being negotiated by the fine letter.

Until the document gets away from only the generalities which say that the system is feasible. Until you look at all sides of the coin, not just the side that is for your benefit, I can not and will not condone such a waste of money for so little that is offered.

In examining the total evidence I am of the conclusion that the Air Force is trying to disguise the hearings as legal, to the extent of trying to cover up by a court marshal trial judge to over see the proceedings. As there is much the Military tries to hide in its wastefulness and abuse of the American public.

The President of the United States often told the russians "Trust but verify" the same hold true for you.

Allan Hahn, 707 10th St. N. Great Falls, Montana 59401

May the Lord bless Mary and you
E. Gerald Saville
Allan Hall

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1 I feel that having the Peacekeeper Missile at Little Rock Air Force Base, would not have any adverse effect on the environment, or the community. The community would receive great benefits, from it being placed at Little Rock Air Force Base.

Violet Jaynes 1001 S. James # A Jacksonville, Arkansas 72076
Name Street Address City State

Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION M.A.F.B.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1 HAS THE COMMUNICATION SYSTEM THAT IS DEPENDANT UPON MONTANA POWER CO, BEEN ADEQUATELY EXAMINED?
IN THE EVENT OF A MAJOR POWER OUTAGE SIMILAR TO THE ONE THAT OCCURED RECENTLY HAVE ANY POTENTIAL EFFECT ON THE COMMUNICATION SYSTEMS?

2 IN THE EVENT OF AN EMERGENCY WITH A MINIMUM AMOUNT OF WARNING, WOULDN'T THE RAIL BASED MISSILES IN THE GARRISON BE MORE apt TO BE DESTROYED RATHER THAN IN INDIVIDUAL SITES?

Chad Miller 1717 S. GAVESO. G.F. FALLS MT 59405
Name Street Address City State

Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION RAFB Jacksonville ArCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1 We support deployment of the peacekeeper missile at RAFB. The impact on the environment is not as important as the impact on the community in economic opportunities.

Patricia Taylor R 1 Box 173 Jacksonville AR
Name Street Address City State

Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION WARRENSBURG, MOCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Please answer the following questions in your Environmental Impact Statement. I would like to receive a copy of it sent to the address below.

- 1 1) If a nuclear attack can happen in only a few minutes, how would the MX Rail be useful if it is to be taken out of garrison and that takes 4-6 hours?
- 2 2) Doesn't arming the rail in a need situation promote a first strike attitude?
- 3 3) Doesn't storage of the MX and other nuclear weapons create a target for the enemy to aim at? Not every one has a war mentality. You are a minority.
- 4 4) What other economic carria with job potential are being offered to devastated farm communities besides weapon involvement. The only reason they are in favor of this proposal is economic survival. If offered some other non-military economic carrol, I'm sure they would jump at that also. Please respond to the economic question.

P. J. NELSON 3646 Harrison Kansas City Missouri 64109
Name Street Address City State

Please hand this form in or mail to: Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Jacksonville, ArkansasCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Our local "peacekeepers" would prefer the system elsewhere as if that magically make Arkansas immune to fall out in case of war. Then we are an extreme minority left unfortunately very lonely. The majority of the citizens of the area are pro-military. We have a very large, well settled population, a most receptive, gracious community and a spiritual outlook. In a crisis we would welcome you.

Please forgive my past hatred towards I lost a part of it in a long ago war.

Carl S. Johnson, Lt Col, AFSC
Norton Air Force Base

U.S. AIR FORCE
PEACEKEEPER
RAIL GARRISON PROGRAM

Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION 1310 John Hardin Dr. Jacksonville, ArkCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Strong defense means a peaceful
Coexistence with our world neighbor.
Please put peacekeeper missile here
at L.R. A.F.B.

Harold Kohout 1310 John Hardin Jacksonville, Ark.
Name _____ Street Address _____ City _____ State _____
72076

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION CheyenneCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The U.S. Catholic Conference of Bishops condemned the use of Nuclear Weapons. One of the reasons for their condemnation was that in a nuclear war there can be no distinction in the trauma of war-affecting combatants and civilians. In the description of the MX Rail Garrison, it is the deliberate plan to have the train carrying the warheads to be "hidden" among the passenger trains. In the NEWS RELEASE FROM THE HOUSE ARMED SERVICES COMMITTEE, it is pointed out that in a time of national crisis (which is when the MX train would be on the passenger track) there would likely be much heavier use of the railroad by those hoping to escape the area.

THUS: MY CONCERN IS FOR EVERY PERSON ALONG THE TRACKS.

Within that same scenario is the thought of missiles being launched along a railroad tracks. This past weekend there were three derailments reported and the cause of one of them is thought to be faulty track. Lanes blocked by the hot sun! If tracks can be damaged by sunlight, just imagine what will happen at the blast off of a missile intended to be on target half way around the globe!

THUS: MY CONCERN IS WITH A VULNERABLE TRACKS BEING USED AS A LAUNCHING PAD.

I am grateful for the chance to respond to the DEIS document but I must frankly tell you I am more afraid after reading it. STATEMENTS MADE TO REASSURE THE reader that there is "negligible" danger and no real cause for concern in regard to something so horrendously dangerous is indeed frightening! I hope you will believe me - there are people more afraid than I am - they are speechless!

Thank you.

Sister Rosella Nebo 2603 East 18th Cheyenne, Wyo. 82001

Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 16, 1988

Dear Col. Walsh,

Again I would like you to take a much closer look at what you and your committees are doing to the people of our country!

These kind of accidents are happening more and more each day. I beg you to stop this terrible concept of a so called "Peacekeeping" Rail Garrison!

Thank you for your concern.

Sincerely,

Betty McElwee
Betty McElwee
325 Hillcrest
Warrensburg, MO 64093

TV, Page 84
 Sunday, August 15, 1966

Mid-America

The Jackson City Times

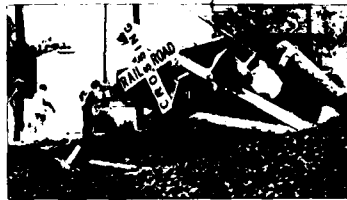
Train dumps coal on Harrisonville



Richard Chubb, an official with the Union Pacific Railroad, looks on as a derailed train is being moved from the 25-car derailed train.

25 cars derail at crossing

A Union Pacific Railroad train derailed Sunday morning at a crossing near Harrisonville, Mo., dumping 1,000 tons of coal on the ground. The 25-car Union Pacific Railroad train, which was carrying coal, derailed on the crossing at the Harrisonville crossing. The derailed train was carrying coal, and the coal was dumped on the ground. The derailed train was carrying coal, and the coal was dumped on the ground.



Local residents look over the damage at the crossing. A derailed train is being moved from the 25-car derailed train.

The derailed train derailed Sunday morning at a crossing near Harrisonville, Mo., dumping 1,000 tons of coal on the ground. The 25-car Union Pacific Railroad train, which was carrying coal, derailed on the crossing at the Harrisonville crossing. The derailed train was carrying coal, and the coal was dumped on the ground.

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LOCATION LRAFB Jacksonville, Ark.

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Thank you for the opportunity to respond to our recent hearing concerning the Peacekeeper Rail Garrison in Jacksonville, Arkansas. Due to the nature of the MX installation, it is certainly apparent that environmental impact will be minimal. I feel that the issues have been discussed to most of our satisfaction.

If I may, I would like to personally express my personal support for the MX deployment in Jacksonville. We have a very unique relationship with our base, and community support is high. In addition, as a retailer, we recognize the economic impact that this project would have in our community. Thanks for the consideration.

Sincerely,

Ken Proctor

713 Foxboro

Jacksonville, Ark. 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

LOCATION Jacksonville, Arkansas

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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I moved to Jacksonville in March, 1976 and have lived and worked here since that time. I have enjoyed living in this area and have been very proud of the relationship between the community and the Air Base. My family and I believe the Rail Garrison Program would be a great addition to our community. We see no negative environmental matters that would result from this Program. We are very proud to have an opportunity to have input regarding this very important matter.

Name Mack McAllister 909 Flamingo Dr. Jacksonville AR 72076

Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

LOCATION LRAFB Jacksonville, Ark.

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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713 Foxboro

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Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

LOCATION Jacksonville, Arkansas

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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Name Mack McAllister 909 Flamingo Dr. Jacksonville AR 72076

Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

Colonel Peter Walsh
Norton Air Force Base

844 10th Ave. NW,
Minot, ND 58701
Apr. 13, 1968

Dear Sir:

I write to thank you for the efficient, fair and considerate manner in which you conducted the public hearing in Minot on Apr. 11, 1968. The attitude it created was conducive to a wholesome and mutual respect among persons with irreconcilably different opinions. I believe it turned out so well because the leaders had a will to give every one a square deal and the rules were wise with that in mind.

If this can be done between two groups with such radically different beliefs in Minot why can the same methods not be applied Soviet representatives and those of the USA? First, in Minot the meeting evenly made statements and answered questions whereas in an international hearing agreements would have to be reached, a more difficult process.

Understandably, each nation wants the maximum benefits at the minimum costs for the longest possible time. In many areas a benefit for nation A will be a cost for nation B and vice versa. Therefore the more nearly equal both the benefits and costs can be made for both A and B, the longer the agreement is likely to last. Even so, unforeseen changes are certain to occur, so repercussions must occur as needed but always with the goal of equal costs and benefits to both A and B will work to maintain their own stability.

Insinuations must be allowed as now. "Gathering scavengers" as the enclosed clipping describes was either ordered by superiors or was done on private initiative. Inappropriate responses must be made so such destructive actions are not repeated.

The risks of starting a nuclear exchange either accidentally or intentionally is so great that the only reasonable solution I see is worldwide elimination of all nuclear weapons. Whatever needs to be done can be done by agreement. If the motive of both A and B is equal benefits and equal costs and effective inspections. This same motive must also apply to all other nations. If they see it succeed for A and B it will be obvious that it can also benefit Y and Z or Y and G. The above is merely an application of the Golden Rule. Why not give it a try?

Nations can exert pressures on each other economically as well as militarily and otherwise. Unavoidable deals in any area easily prove and lead to war where all are losers. Years ago I read a statement by a Soviet leader that the USA would "send itself into weakness". It seems unrealistic for us to do so. Time favors the strongest economic system and the Soviets are finally seeing that. Therefore I am willing to lower my standard of living below that of the average Soviet for the benefit of my nation but not for the craziness of today's war where there are NO winners. War brings no lasting solutions, only lasting setbacks.

Please direct my enclosed statement of Apr. 11 to its correct destination.

I shall deeply appreciate your answering my questions and also your making critical comments on my beliefs because your background is so different from mine.

Sincerely,

Charles A. Hoffman

P.S. Thank you for telling me of the Soviet rejection of American offers to negotiate arms and launch nuclear war. I had not known about this. In what month would publication in 3 read about this? C.A.H.

3

Our national security does NOT necessarily increase with an increase in military spending. Our national security is based on a healthy economy providing steady jobs for its workers plus a chance for advancement for whoever meets human needs more efficiently. BUT it takes money to create EVERY kind of job.

In the 4 years from 1961 to 1964 military expenditures increased, became greater, by \$190 BILLION dollars (about 66%) BEYOND the rise due to inflation. A million is a thousand thousands and a billion is a thousand millions. To get this extra \$190 billion our country boogied its federal debt and cut other federal spending. Spending the \$190 billion created over 7 million new jobs. BUT if this had been spent on civilian jobs it would have created over 8 million new jobs because civilian jobs are about 15% more labor-intensive than are military jobs. Thus this new military spending cost our nation 1,147,000 lost jobs because OTHER federal spending had to be cut. (I quote figures from EMPLOYMENT RESEARCH ASSOCIATES of Lansing, Michigan.)

California gained over 607,000 more jobs than it lost; New Hampshire gained 3,040 more than it lost and 13 other states had a NET gain. BUT 35 other states lost more jobs than they gained. N.D. lost 10,780 more jobs than it gained; even Washington DC lost a net of 0,840 jobs. Rail Garrison promises temporary money rain to Minot but NOT to ND or the USA. Which is more important, Minot or our whole nation? Let's be truly patriotic.

In ~~thousands~~ it is estimated that about 60% of the total RESEARCH and DEVELOPMENT funds are being spent for civilian use. In Germany it is 96% and in Japan, 99%. More money has been spent on research and development of the B-1 bomber than the total research and development budget of the whole US steel industry. A strong healthy economy cannot be based on a military budget larger than the civilian.

I don't care to have a hand in the nuclear creation of millions of live civilians either in Russia, here, or both. Who would profit? Do you want to be a part of such planned order to create jobs in Minot? NO YOU? Therefore I oppose this billion \$ rail garrison squander.

Charles A. Hoffman
Apr. 11, 1968

Soviets catch U.S. smuggling materials

WASHINGTON (AP) — Soviet authorities last month caught members of a U.S. team trying to ship prohibited, sensitive materials from the Soviet Union's principal nuclear test site to the United States. The Washington Post reported today.

Moscow has issued a formal diplomatic protest over the July 17 incident, but a U.S. official told the newspaper that both the Soviet Union and the United States were trying to resolve the problem in a "low key" manner.

The Energy Department team was in the Soviet Union under an agreement by which the United States and the Soviet Union are allowing each other to observe and monitor each other's nuclear plants. The agreement is not connected to the monitoring of weapons under the Intermediate-range Nuclear Forces treaty, a Defense Department spokesman said.

"There's no question but that we stepped over the bounds of the agreement," the newspaper quoted an unidentified senior administration official as saying Thursday. The official said the incident presumably stemmed from no innocent mistake.

The attempted shipment by the Americans, who were not identified, involved materials such as tools and wire associated with Soviet nuclear test preparations at the test site near Semipalatinsk in south-central Russia as well as soil and rock samples of potential use in assessing yields of Soviet nuclear plants, the newspaper quoted officials as saying.

LOCATION Minot, North Dakota

COMMENT SHEET
U.S. AIR FORCE PLACKEPPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Plackeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

See attached

Rufus M. Custer 110 S.W. 12th Minot, North Dakota 58701
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

RAIL GARRISON
August 11, 1988

The Minot Public School District will be able to absorb the students into the schools who arrive as a result of the construction, phasing in and operation of Rail Garrison.

It has already been noted that the Minot Schools serve the city and the Minot AFB with 13 elementary schools, 3 junior high schools and 1 high school on two campuses. The enrollment which is just under 8000 students is served by ample certified staff to maintain a pupil-teacher ratio of approximately 24 to 1. The district is supported by P.L. 81-874 as a "Super A" district which mean appropriate financial support for serving students in a federally impacted area.

The fact that the Minot Schools will be able to absorb the additional students is important. It is also noteworthy that the schools are pleased to have the opportunity to serve. The Minot School District is prepared to serve students in regular and special education. It is a well respected district. Many parents who have been assigned to the Minot AFB share their pleasure at having had their children in the Minot Schools.

The impact of additional students is not seen as a handicap but as an opportunity. Youth are served by having other students join them who have had experiences in another part of the nation or world. The student relationships and interaction enhance the learning in a classroom. The teaching staff is served by the opportunity to employ the spouse of some of the Rail Garrison work force. These teachers come with varied experiences and serve to keep the Minot teaching staff aware of teaching ideas and strategies used in other school districts.

The fiscal impact of providing education to additional students will enable the school district to continue the education improvement process. Many students can mean more opportunities through diversified offerings. The impact on budget can also improve the continued growth of the teaching staff through inservice activities.

The schools welcome the opportunity to serve. We are eager to meet the needs of additional youth.

Reidy H. Citter
Vice President, School Board
Minot Public School District

LOCATION CHEYENNECOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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- 1) *You have not defined the term "National Need". So there is no way of knowing under what circumstances Mr. Rail Garrison would be activated beyond the base.*
- 2) *There is no indication of where a citizen can obtain copies of the supplementary documents referred to in DEIS.*
- 3) *RR should be addressed in the transportation section of F.E. Warren.*
- 4) *The county officials in the NEB. Penhandle received and used an potential hearing of Mr. Rail Garrison. Since Map 4, 1-4 indicated the use of rails in this area during times of crisis (national need), it is important to let selected and civil defense people in the NE Penhandle know of these plans. Here are some addresses; please send them the final EIS. See the back of this sheet.*

ANNE RANDOL P.O. Box 47, SOUTHBUFF, NE 69361
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Sherry Blaine
Box 100, S. South Buff Co.
S. Buff Co., NE 69341

Lawrence County Commission
Court House
Madison, NE 68401

Bo. Battle County Commission
Court House
Madison, NE 68401

Barnes Co. Clerk
Barnes Co. Clerk

LOCATION Jacksonville Ark.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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- 1) *My staff and I totally support the Penholder system at LA 74.*

Margaret J. Kennedy 200 Hwy 67N Jacksonville Ark. 72076
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION WARRENSBURG, MOCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Please answer these questions in the EIS.

- 1) What is the life expectancy of the MX Rail system? What is to be done with the radioactive wastes when the life is over?
- 2) This system is based on the idea of a winnable nuclear war. There are many scientists who believe that there is no such thing and that nuclear war - even on a small scale would lead to a nuclear winter. How to you respond to this?
- 3) When has there ever been a weapon, created by man that was not used by man? What is your definition of a "Peacekeeper" nuclear weapon?
- 4) Who will be responsible for clean up of contamination in case of a derailment or some other devastating accident?
- 5) How can you be sure that your moving missile launcher will act as planned when Murphy's Law is always at work especially where moving parts are involved?

Patricia Nelson 3646 Harrison Kansas City, MO 64109
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

MX RAIL GARRISON DEIS HEARING August 8, 1986, Grand Forks, ND

The DEIS does not properly address the NO ACTION ALTERNATIVE. The analysis of NO ACTION boils down to a statement that "candidate Air Force installations would continue to support existing and other proposed missions." The Department of Defense Directive 6050.1, "Environmental Considerations in DoD Actions," requires that the EIS process "Identify alternatives as to their potential and detrimental effects on the environmental elements, specifically taking into account the alternative of no action." Perhaps a total of one page in the entire DEIS is devoted to the NO ACTION ALTERNATIVE and most of that is repetitive and provides no serious discussion. The viability of NO ACTION has been ignored by Congress under pressure from the military-industrial complex. Many vital issues raised by the public have been labelled "beyond the scope" of the hearings: "national security policy" (including "arms control impact" and "wartime effects"), "morality," and "psychological impact" of MX rail garrison deployment. [1,10,2]

2

If these issues were given serious consideration the NO ACTION ALTERNATIVE would be seen as superior to the other options, the PROPOSED and ALTERNATIVE ACTIONS. Think of the jobs that would be created if \$10 - \$15 billion were spent, instead, on education, or left in the civilian economy. As a long range alternative, NO ACTION makes a lot of sense and must receive serious discussion in the final EIS. In fact, a NO MX ALTERNATIVE (involving the dismantling of the silo-based MX in Wyoming) should also be included in the DEIS.

I am opposed to the MX anywhere. We don't want or need any more weapons. Remember-- ND is a FREEZE state--that means no more nuclear weapons. We need to support the disarmament process and convert to a more productive economy.

Virginia J. Miller
316 Hamline
Grand Forks, ND 58001
(701)775-2994

Let's make ND a peace garden!

Antes

I have been a resident of Grand Forks for 15 years. Motivated by my concern for this community, I have read with interest the many news stories and opinions that have appeared in the local press in the last month. Many of the arguments favoring the proposed system have centered on the economic benefits to the community. Not being an economist, I wanted to understand these arguments better, so I sought additional information from the DEIS.

In examining the DEIS I learned about the increased number of jobs and general economic expansion that would occur in Grand Forks if the proposed system is located here. That's good, I thought, but further reflection led me to what I think are two important concerns. First, the economic benefits will not be distributed evenly but will be limited to certain parts of our economy, such as the retail business and service sectors. Over one third of the work force in Grand Forks county are government employees. There are no foreseeable direct benefits or major indirect benefits to these people. In addition there are substantial numbers of other citizens not in the work force, such as retired people, who will not benefit.

Secondly, the DEIS fails to adequately discuss the economic impacts of the no action alternative. My understanding of the process is that the impacts of no action must be seriously weighed as well as the impacts of the proposed action. The DEIS does not consider what the economic impact will be on Grand Forks if the \$10 to \$15 billion proposed for the MX is not in the Defense budget, and therefore not taken from the citizens in the form of taxes. Since I couldn't find the information in the DEIS, I went to other reputable sources. I found that because of the sectors of the economy that Defense spending impacts, money left in the civilian economy generates more jobs than the same amount of money spent for military purposes. In fact for every \$1 billion spent for military purposes rather than civilian purposes there is a net loss of 6,000 jobs. For the MX system that means a loss of 60,000 to 90,000 jobs nationwide. In other words, because of the normal economic impact of military spending, it is not a good economic investment.

Thus looking at the proposal from a purely economic perspective, it seemed to me that not only would the benefits be to a limited part of our community but also provide a poor return on our tax money at that. But, I thought, economics are certainly not the only consideration. We buy cars for safety and comfort as well as for a low sticker price, so there certainly must be other reasons why we should have the MX garrison system.

If there is any other reason it must be security. Will the system make us safer? I researched that question too, and while I

3

don't have much time to describe my discoveries, I did come to the conclusion that it will not make us safer. Not only that, it's worse. It will make us less safe. For two reasons. First, it will destabilize a dynamic balance we have with the Soviets and will encourage them to react with a "hair trigger" in times of crisis. Second, by deploying the missiles throughout the U.S. rail system we put our citizens on the front line for attack by the Soviets, while we have this "line of defense" hiding behind our skirts.

In summary, then, I have found the DEIS to be incomplete in its economic analysis. My own further analyses have led me to conclude that the MX system is not a good economic investment for Grand Forks and is not a good investment in our security or that of the entire nation.

James R. Antes
James R. Antes
3524 7th Ave N
Grand Forks, ND 58201

USAF - DEIS HEARING:

Mail Bag
Grand Forks Herald
Mail Bag Editor.

Grand Forks, ND
August 8, 1988

8

There is no justifiable military need for building mobile MX missiles. It will not add to the defense of the United States. But it will escalate the arms race.

It is nonsense to claim, as proponents of mobile MX missiles do, that we must add 50 MX missiles carrying 500 warheads to our arsenal of more than 13,000 long-range nuclear weapons in order to deter the Soviet Union from attacking our allegedly "vulnerable" land-based missiles (ICBMs).

To actually believe that our ICBMs are vulnerable to a Soviet first-strike attack, one must assume, with no justification what-so-ever, that Soviet leaders are insane and suicidal.

A Soviet first-strike against U.S. ICBMs would be an act of national suicide. Even if the Soviets could destroy most or all U.S. land-based missiles, surviving U.S. bombers and submarines could quickly destroy the Soviet Union. The nuclear warheads on just two of our 36 missile-carrying submarines could demolish every large and medium sized city in the Soviet Union.

Our submarine-launched missiles, our bombers and our cruise missiles are more than sufficient to deter any rational Soviet from attacking the U.S. If the Soviets are bent on suicide no additional weapons system will prevent them from attacking the United States.

The MX missile embodies a mistaken turn in nuclear strategy. With 10 accurate warheads that can destroy Soviet land-based missiles in their silos, it must be considered by Soviet planners as a first strike weapon.

A March 20 Herald editorial pointed out the danger inherent in MX missiles: "because the MX can hit missile silos, it can be used equally well as a weapon of aggression and as a weapon of retaliation. It can be launched as a sneak attack,

designed to knock out a defenders ability to retaliate." By threatening Soviet land-based missiles, MX missiles practically invite a preemptive strike in a crisis.

The only prudent way for the U.S. to protect its land-based strategic missiles is by reducing the number of Soviet missiles that threaten them: in other words by arms control.

We have a clear choice. We can build costly mobile MX missiles that will accelerate the arms race. Or, we can stop the arms race and dramatically reduce the risk of nuclear war by negotiating verifiable agreements with the Soviet Union such as a nuclear weapons test ban, a 50 percent reduction of long-range nuclear weapons and a ban on space weapons.

Citizens concerned about plans to build mobile MX missiles should attend the environmental impact hearings on the rail-garrison MX missile Monday at 7 p.m. in the Grand Forks Civic Center.

Kristin Sorenson

RESOLUTIONOFPEACEKEEPER RAIL GARRISON

WHEREAS, the City of Larimore is an integral support community to the Grand Forks Air Force Base, North Dakota, and consequently to the nation's national security;

WHEREAS, implementation of the Peacekeeper Rail Garrison Defense System has been approved by the President of the United States and the United States Congress as a top priority for enhancing this nation's security;

WHEREAS, the Grand Forks Air Force Base has been chosen as one of the sites to incorporate the Peacekeeper Rail Garrison Defense System as a result of its strategic location and support resources;

NOW THEREFORE, IT IS HEREBY RESOLVED:

That the City Council hereby supports the implementation of the Peacekeeper Rail Garrison Defense System at the Grand Forks Air Force Base, North Dakota and recognizes the attendant responsibilities of the surrounding communities to the logistics, operation, and increased labor force in support thereof.

APPROVED by the City Council and the Mayor of the City of Larimore, North Dakota on the 1st day of Aug 1988.

Raymond Trogen
RAYMOND TROGEN
MAYOR

ATTEST: *Lois Peterson*
LOIS PETERSON
CITY AUDITOR

page 1 out of 3

Testimony of Ronnie Diane Rosenberg
420 Jackson Avenue
Crookston, MN 56716
August 8, 1988

I hereby object to the Draft Environmental Impact Statement for the MX Rail Garrison Project (DEIS) and to the hearing process on the following grounds:

1. The notice for this hearing fails to conform to Air Force DOD Reg. § 989.15 (b)(2). The notice provided to identified interested individuals fails to include the name and phone number of a person to contact for more information; the request that speakers submit their intention to take part; any limitation on the length of oral statements; the suggestion that statements of considerable length be submitted in writing; and, the offices where the draft EIS and appendices are available. By not providing this information as it is required to do by its own rules, the Air Force has made organizing opposition to this project more difficult.
2. The DEIS is not widely available. For example, the Crookston Public Library and the Fargo Public Library do not have copies.
3. The public hearings are not being held at a sufficient number of locations. 32 C. F. R. § 214 provides that the amount of public participation is to be determined in pertinent part by the magnitude of the proposal. At the very least, hearings should be held at towns and cities along the rail lines which will be subjected to the missile trains if the project is implemented.
4. I received my copy of the DEIS on July 20, 1988. The time is not sufficient from the distribution of the DEIS to this hearing to prepare an adequate critique. It is no solution that additional testimony can be submitted in writing because part of the process is to inform and influence my neighbors and legislators to oppose this project.
5. No supporting documents were provided when requested which makes it impossible to analyze the data in a proper manner.

6. The Air Force has not released transcripts of the scoping hearing when requested to do so.
7. Three hours is insufficient time for this meeting given the fact that the Air Force has taken up time with their presentation. A number of people wish to speak about this project and will not be able to and/or will have to limit their remarks. Given the magnitude of this project and the public interest, additional time on another day should be allocated.
8. The DEIS fails to adequately present the alternatives, including the no action alternative.
9. The DEIS has not included the impact of building an ABM system to protect the MX.
10. The DEIS is premised on the assumption that the Over the Horizon Backscatter Radar project is coming to Grand Forks. If this does not occur, the entire DEIS is flawed because all the demographic projections are based on an influx of 1004 people who would in-migrate with the Over the Horizon program. The Air Force is obliged to prepare a DEIS based on no Over the Horizon Backscatter Radar project at Grand Forks.
11. The Air Force has created confusion about the role that opposition plays in the process. Pursuant to 40 C. F. R. § 1508.27(b)(4), the DEIS must consider the extent to which the proposed project is controversial. At page 3-2 of the DEIS, it is stated that controversy was not considered. Thus the Air Force has failed to do that which it is charged by federal law to do. Air Force spokespersons have been quoted in the media, namely the Grand Forks Herald, as stating that the Air Force will not put the project where it is not wanted.
12. The DEIS fails to address the degree to which this action establishes a precedent for future actions. Pursuant to 40 C. F. R. § 1508.27 (b) (6), the DEIS must do so. Furthermore this issue was specifically raised at the scoping hearing.

For all the above-mentioned reasons and in keeping with the spirit and letter of the National Environmental Policies Act and its implementing regulations and Department of Defense regulations and in the interests of justice, the DEIS must be expanded to address these

concerns and other concerns raised at this hearing. Additional public hearings must be held after a revised DEIS is prepared. The entire process must be conducted in such a way as to give the public a full and fair opportunity to testify.

Submitted this 8th day of August, 1988.

Ronnie Diane Rosenberg
Ronnie Diane Rosenberg

Statement on the Draft Environmental Impact Statement.

Peacekeeper Rail Garrison Program

by

Lonny B. Winrich, Chair
Agassiz Basin Group
Sierra Club

3

The Agassiz Basin Group of the Sierra Club opposes the deployment of the MX Rail Garrison system as proposed by the U.S. Air Force because the assessment of environmental effects as presented in the Draft Environmental Impact Statement is inadequate and misleading. As Chair of the Agassiz Basin Group, I offer this testimony in opposition to the proposed deployment and urge consideration of alternative defense strategies which do not depend on missiles with multiple nuclear warheads.

I recognize that nuclear war is probably the ultimate environmental threat and I support the arguments of those who oppose this proposal on the basis of its destabilizing effect on international relations. Far from being a "peacekeeper", the misnomer given this system in the proposal, the MX Rail Garrison system would encourage a strategy based on preemptive first strikes and, thus, increase the danger of nuclear war. I will leave the development of this argument to others however, and concentrate my remarks on the shortcomings of the Draft Environmental Impact Statement.

The Draft Environmental Impact Statement fails to address the issue of decommissioning adequately. It misleadingly suggests that reasonably foreseeable consequences are considered.

Decommissioning is dismissed with a terse, seven-line paragraph.

1.9, p. 1-19:

"It is difficult to predict how the Peacekeeper Rail Garrison system would be decommissioned. The relevant laws and procedures may change substantially in the 20 or more years the system would be in use. Moreover, techniques for handling the disposal of obsolete missile fuel and the reclamation or disposal of nuclear material contained in the warheads may well change during the period the Peacekeeper is actively deployed. Consequently, the Air Force has focused this EIS on those actions which are reasonably foreseeable. The Air Force will follow all relevant laws at the time of decommissioning."

I submit that nothing is more foreseeable than the decommissioning the MX Rail Garrison system. No weapons system, from the crossbow to the B-52, has failed to become obsolete in time. The decommissioning of the MX Rail Garrison system is not just "reasonably foreseeable", it is inevitable, it must be considered in any adequate assessment of environmental effects. Furthermore, the waste material produced by this unavoidable decommissioning, glibly described as "obsolete missile fuel" and "nuclear material contained in the warheads", is among the most toxic and obnoxious garbage produced on this planet. High level nuclear waste requires thousands of years to decompose--more years than any of the structures described in this elaborate proposal are designed to endure. The waste produced by this weapons system will be the responsibility of many future generations. Failure to consider its effect in the Draft Environmental Impact Statement is grossly misleading.

Nor is the implied faith in improved technology and changes in "techniques for handling the disposal of" this waste material encouraging. Such a reliance on future technological

developments flies in the face of the lack of progress in waste management methods for the past 20 years. We have a greater appreciation of the problem than we did 20 years ago, we can assess potential damages more accurately than we could 20 years ago, we can categorize the toxicity of the waste better than we could have 20 years ago, but we still bury it, burn it, or dump it in the ocean. Each of these alternatives poses obvious dangers to air, water, and food products ultimately consumed by humans.

In summary, I maintain that the Draft Environmental Impact Statement for the MX Rail Garrison system has not addressed many important issues relative to the effect of this system on the environment of the Earth and of the local areas specifically considered in the proposal. I urge you to reject deployment of the proposed system and to insist on a complete environmental impact statement for any alternative plan.

Presentation to the USAF
Draft Environmental Impact
Statement (DEIS) Hearings on
MX rail-garrison basing: Grand Forks,
N.D.-Aug. 8

By: Martin Zeilig
3 Primrose Crescent
Winnipeg, Manitoba
Canada R2V 2K8

The political boundary separating Canada from the United States, the famed 49th Parallel, is virtually meaningless in the nuclear age. That especially holds true for the border between Manitoba and North Dakota. With 300 Minuteman ICBM silos and two SAC bases in Minot and here in Grand Forks, North Dakota has, not so facetiously, been labelled the "World's third nuclear power." A nuclear confrontation between Canada's northern and southern neighbours (we are the meat in the sandwich) would destroy the population and precious farmland of southern Manitoba just as utterly as it would wreak unimaginable devastation on North Dakota. Indeed the essential United Nations study Our Common Future: The World Commission on Environment and Development (1987) categorically states that "The likely consequences of nuclear war make other threats to the environment pale into insignificance."

The MX missile, I feel, in any basing mode-but especially in boxcars-increases the likelihood of this most serious threat to our environment: nuclear confrontation. The recent dialogue between President Reagan and Chairman Gorbachev, and the signing of the INF Treaty has caused billions on this planet to breathe a sigh of relief in the expectation that relations between the two superpowers are improving. We look forward to an expected 50% cut in Strategic weapons: The MX missile will needlessly complicate chances for such a initiative. There already are far too many nuclear weapons on the planet.

Let's work together to prevent the ultimate threat to our environment-nuclear war. No MX!

Is Canadian participation on track?

Rockets riding the rails

BY BARRY OWELL

Grand Forks, N.D. (UPI) — A meeting Monday afternoon in a room at the University of North Dakota's Center for Environmental Studies, a group of Canadian and American officials discussed the MX missile basing issue.

FOUR YEARS AGO, Canada announced it would accept a role in the MX missile basing program. At the time, the program was seen as a way to reduce the number of nuclear warheads in the world. But now, with the MX missile program facing a new round of scrutiny, Canadian officials are questioning their role.

The MX missile is a three-stage, solid-fueled, intercontinental ballistic missile. It is designed to be launched from a rail garrison. The MX missile is the only U.S. missile that can be launched from a rail garrison. The MX missile is the only U.S. missile that can be launched from a rail garrison.

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Testimony Prepared for the August 8 Hearings on the
USAF Draft Environmental Impact Statement
on the Rail Garrison Basing Mode
at Grand Forks Air Base

Good evening. My name is Dr. Curtis M. Stofferahn. I am Assistant Professor of Sociology at the University of North Dakota. My research areas include rural and agricultural development. I have formerly been employed with the North Dakota Economic Development Commission as a agricultural development specialist. I am a member of the Rural Coalition, a national coalition of grassroots rural organizations, which is opposed to the rail-garrison basing mode. Tonight I will be speaking on behalf of the Rural Coalition.

I wish to address several areas of the Draft Environmental Impact statement in relation to one of the required contents of environmental impact statements under the National Environmental Policy Act of 1969. In particular, I wish to address the section of the act which concerns the maintenance and enhancement of long-term productivity.

The Air Force's employment projections amount to a claim of over 32,000 jobs (man-years) per billion dollars spent. The DEIS does not specify how this figure was derived. What assumptions were used to derive this multiplier from the input-output model?

No one disagrees that military spending creates a great many jobs, and we can all appreciate the city and county commissions and the Chamber of Commerce's interest in the job creation potential of the rail-garrison basing mode. But we need to evaluate the impact of the rail-garrison basing mode spending on more specific questions: first, whether rail-garrison spending is an effective creator of jobs compared with alternative ways of using government monies; second, whether the kinds of jobs it creates are those most needed and most helpful in developing a vital economy; and third, whether the jobs created by rail-garrison spending represent an efficient or equitable use of government resources.

First, although a substantial number of jobs will be created by rail-garrison spending, most research has shown that it produces fewer jobs than some other kinds of government and nongovernment spending. The Council on Economic Priorities analyzed the number of jobs created by the MX System compared to alternative uses of the same resources. The Council's analysis found that the number of jobs -- both indirect and direct -- per \$1 billion dollars spent was greater than the number jobs created by the MX System in all sectors they studied. For instance, \$1 billion spent on alternative uses would produce 24,108 more jobs in mass transit equipment manufacture, 12,611 more jobs in public utility construction, 15,409 more jobs in housing construction, and 11,831 more jobs in solar energy/energy conservation.

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If we can assume that the Council's national multipliers applied to the Grand Forks region, we would find that if \$31,242,000 were spent on these uses, we would create more jobs than the 1824 jobs mentioned in the DEIS. For instance, the same amount of funding would produce 593 more jobs in mass transit equipment manufacture, 234 more in public utility construction, 321 in housing construction, and 209 in solar energy/energy conservation than it would in the Rail-Garrison basing.

From these comparisons, we may conclude that as a job creation strategy, the MX Rail-Garrison project is relatively ineffective. For eight years we have used military construction as an industrial policy. Consequently, money that could have been used to rebuild our decaying infrastructure, to develop human resources through education, to provide jobs for the most disadvantaged, to clean up the environment, to develop alternative energy sources, to promote energy conservation, to build mass transit systems, to reinvest in domestic industry, and to save family farms and small towns has been diverted to military construction.

Second, the kinds of jobs created by the MX Rail-Garrison basing are not those most needed and most helpful in developing a vital economy. A small portion of these jobs will be jobs that are stable, pay relatively well and require a high level of skills. The remainder will be temporary jobs filled by a transient workforce and requiring little or no job skills. The DEIS estimates that total U.S. employment created by the program would range from nearly 40,000 in FY 1988 to nearly 148,000 in FY 1991 at peak of construction. The DEIS estimates that 59,000 of the peak year jobs would be in manufacturing with the remainder distributed among other sectors of the economy. The DEIS does not discuss the distribution of the remainder of those 89,000 jobs among the other sectors of the economy.

Research indicates that relatively few defense-related jobs go to blue-collar production workers; the bulk of jobs created by defense spending go to high-level workers, especially engineers and others with high-technology skills. These jobs are good jobs for those who can get them but few do. Defense spending tends to distribute employment benefits toward workers who are relatively affluent, highly educated, and already blessed with relatively low risks of unemployment. These workers are also overwhelmingly white and male. Every federal dollar spent on the Rail-Garrison is a federal dollar not spent in other areas. Consequently, this spending will displace jobs elsewhere. Most of the jobs displaced by military spending are large employers of minorities and women -- including teaching, health care, nondefense government employment, and semiskilled blue-collar work in civilian manufacturing. This disparity is even more pronounced when we compare procurement spending with other uses for public spending such as job programs targeted toward the unemployed which are much more effective in providing jobs for minorities, women and the disadvantaged.

The DEIS mentions that approximately 43 percent of the direct jobs at the Grand Forks Air Force Base, or 28 percent of all jobs, will be filled by civilian hires. About 72 percent of

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direct jobs would be filled by civilian employees in the peak construction year of 1991, but they would drop to 33 percent in 1992 and 17 percent in 1993. Secondary jobs are estimated to be approximately 35% of total program-related jobs between 1990 and 1993. In absolute numbers, they peak in 1991 and decline by 50 percent by 1993. In relative numbers, they peak at 50% of total program-related jobs in 1990 and decline to 26 percent in 1993. These relative and absolute fluctuations in civilian and military employment will have an extreme "boom/bust" effect on the local economy.

While there may be no problem in finding people to work in these civilian and secondary employment sectors, these jobs are likely to appeal to a transient, young, male population which already puts a strain on city services such as police protection. Furthermore, the lack of stability of employment in these jobs creates problems for these workers when the peak construction phase is ended. With a very competitive job market in Grand Forks for individuals of low skill, many of the civilian workers associated with Rail-Garrison construction through direct or secondary employment will find it very difficult to find alternative employment in the Grand Forks area after 1993. This reserve army of the unemployed will impose additional burdens on the police department and employment services.

Third, the jobs created by Rail-Garrison spending do not represent an efficient or equitable use of government resources. Rail-Garrison MX basing is also being justified on the grounds that the program-related spending will generate additional personal income in the Grand Forks region. When we examine the ratio of program-related spending from 1990 to 1993 to estimates of total personal income generated from the spending, we find a multiplier effect of 1.14. That is, each dollar of MX Rail-Garrison program-related spending generates an additional dollar and fourteen cents in the area. This one-to-one ratio, or multiplier effect, is rather small compared to multiplier effects in other areas of the local economy. For instance, the estimated agricultural processing and miscellaneous manufacturing gross receipts multiplier is 4.4500. That means that every dollar spent on agricultural processing generates another \$4.45 in the local economy. If we take that multiplier times the Rail-Garrison spending for the four years 1990 to 1993, the estimated income generated would be approximately \$159.3 million dollars. Agricultural processing would generate approximately \$123.5 million more dollars than would the MX Rail-Garrison basing mode. If we continue the process, we find agricultural crops would generate \$79.3 million more, that agricultural livestock would generate \$104.6 million more, that construction would generate \$51.8 million more, transportation would generate \$73.5 million more, that professional and social services would generate \$66.5 million more, and business and personal services would generate \$81.3 million more in gross receipts than would the MX Rail-Garrison program spending.

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From an examination of the multiplier effects, we can conclude that MX Rail-Garrison program spending is a rather inefficient and inequitable use of government spending. It is inefficient because its multiplier is much less than the multipliers in other sectors of the economy. It is inequitable because it increases gross receipts in only a few sectors of the economy in only one county of the state. What would happen if we were to distribute the \$31.2 million dollars of MX Rail-Garrison spending for this four-year period to every farmer and rancher in North Dakota? We would see an increase of \$219.7 million dollars in gross receipts distributed across the state.

In conclusion, the DEIS has inadequately addressed the impacts of the MX Rail-Garrison basing mode on long-term productivity as required under the NEPA legislation. The project does not maintain or enhance long-term productivity. First, spending on the MX Rail-Garrison basing mode is an effective creator of jobs compared with alternative ways of using government monies; second, the kinds of jobs it creates are not those most needed and most helpful in developing a vital economy; and third, the jobs it creates do not represent an efficient or equitable use of government resources.

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ALTERNATIVES	U.S. NUMBER OF JOBS* PER \$1 BILLION	COST PER JOB
GUIDED MISSILE	53,248	\$18,780
MASS TRANSIT EQUIPMENT	77,356	\$12,927
PUBLIC UTILITY CONSTR.	85,859	\$15,844
HOUSING	88,657	\$14,565
SOLAR ENERGY/CONSERVA.	85,079	\$15,366

*Direct plus indirect employment

Source: Adapted from David Gold and Geoff Quinn, "Misguided Expenditure: An Analysis of the Proposed MX System," Council on Economic Priorities Newsletter, July 1981, p. 6.

MX RAIL GARRISON - GRAND FORKS
1824 MAN YEARS (1990-1993)
\$31,242,000 (1990-1993)
\$17,128 PER JOB

ALTERNATIVES	N. D. NUMBER OF JOBS*	DIFFERENCE
GUIDED MISSILE	1824	
MASS TRANSIT EQUIPMENT	2417	593
PUBLIC UTILITY CONSTR.	2058	234
HOUSING	2145	321
SOLAR ENERGY/CONSERVA.	2033	209

*Found by dividing national cost per job into total four year expenditure for MX Rail Garrison at Grand Forks Air Force Base.

ALTERNATIVE	MULTIPLIER EFFECT*	GROSS RECEIPTS	DIFFERENCE
MX RAIL GARRISON**	1.14	\$ 35,796,000	
AGRIC. CROPS	3.68	\$115,129,880	\$ 79,333,900
AGRIC. LIVESTOCK	4.45	\$140,373,430	\$104,627,430
AGRIC. PROCESS & MISC. MANUF.	4.45	\$159,324,420	\$123,528,000
CONSTRUCTION	2.44	\$ 87,449,828	\$ 51,853,828
TRANSPORTATION	3.05	\$109,299,510	\$ 73,524,984
PROF. & SOC. SERV.	3.41	\$122,275,560	\$ 86,479,560
BUS. & PERS. SERV.	2.71	\$ 97,125,287	\$ 66,329,287

*Taken from Randall Court, et. al. "The North Dakota Input-Output Model: A Tool for Analyzing Economic Linkages" Department of Agricultural Economics, NDSU.

**Derived by dividing program spending of \$31,242,000 by \$35,796,000 total personal income

DOCUMENT 319

Statement about Rail-Garrison Plan

presented by Dr. Richard E. Frank

By no means am I an expert in military affairs. Nor are certainly the majority of you fellow citizens here assembled. But very recently - as history goes - this great nation chose as its president General Eisenhower. Who would deny that he was a military expert? And it's no secret what he wanted to be his legacy to our country: "Beware of the military-industrial complex!" That's what Ike said, and he repeated it many times.

Now right Ike was, we have seen recently when some exorbitant overcharges for military equipment were made public. So, there should be every reason to be critical when a scheme is proposed to us that is as fantastic and unproven as it is costly, dangerous and most likely counterproductive.

And how do our local politicians react to it? They fall for it, hook, line and sinker, and they want all of us to do likewise. Their main argument is MONEY. They cite employment, government-paid, coming from this enterprise.

If the enterprise itself is right or wrong in a broader sense, they don't even discuss.

It so happens that these are anniversary days of the Hiroshima and Nagasaki bombings. Please, judge for yourselves if our nation has learned a lesson from these events.

This is not the first time in history that a great nation is gripped by fear of enemy aggression and undertakes gigantic projects to be safe. The Great Wall of China is one example, and successive invasions from the north demonstrated that the Great Wall had little military significance.

Another much more recent example is the Maginot Line of fortifications erected by France in the 1930s and outflanked by Hitler's armies in 1940.

In both of these cases, the chief effect of the giant enterprises was to create a false sense of security, besides taxing national wealth to the limit.

I suggest that we give up such dreams and concentrate instead on more realistic and very urgent problems of promoting international understanding and of solving our serious environmental problems, before it is too late.

1020 Boyd Drive,
Grand Forks, ND 58201
8 August 1988



Richard E. Frank
Richard E. Frank

PEACEKEEPER RAIL GARRISON RESOLUTION 7. 88-7-48 DOCUMENT 320

Alderman Wogaman, supported by Alderman Hagen, introduced the following resolution and moved its adoption:

WHEREAS, The Peacekeeper Rail Garrison Defense System has been chosen by Congress and the President as a top priority for enhancing the nation's defensive systems; and

WHEREAS, The Peacekeeper Rail Garrison Project represents the most practical, cost-affordable system utilizing existing ICBM missiles and the US railroad systems; and

WHEREAS, The Congress and President have called for the establishment of five or six Peacekeeper Rail Garrisons at Strategic Air Command bases in the United States; and

WHEREAS, Only in times of national emergency would the trains equipped with operational Peacekeeper missiles be directed to leave the garrisons and deploy within the rail system; and

WHEREAS, The mobility feature of this system promises high survivability thus making it a strong deterrent to any adversary; and

WHEREAS, The Grand Forks regional area has an extensive area railroad trackage system making detection in a time of national emergency unlikely; and

WHEREAS, The Grand Forks Air Force Base plays an integral part in the nation's defense strategically located in the northern tier states; and

WHEREAS, The Grand Forks area is ideally located on major rail lines with many additional miles of track located within hours; and

WHEREAS, Grand Forks Air Force Base has the land and the people to deploy this system with a minimal amount of infrastructure improvements to deploy this system; now therefore,

1 BE IT RESOLVED, That the East Grand Forks City Council goes on record in support of Grand Forks Air Force Base being chosen as a site to house the proposed Peacekeeper Rail Garrison system.

Voting Aye: Gorman, Beauchamp, LaFave, Mongoven, Wogaman, Hagen

Voting Nay: None

Absent: Olson

The President declared the resolution passed.

Passed: July 21, 1988

Attest:

D. E. Mack
Clerk-Treasurer

[Signature]
President of Council

I hereby approve the foregoing resolution this 21st day of July 1988.

[Signature]
Mayor

DOCUMENT 320

CERTIFICATE

State of Minnesota)
County of Polk) ss.
City of East Grand Forks)

I, D. E. Mack, Clerk-Treasurer of the City of East Grand Forks, Minnesota, hereby certify that the attached Resolution is a true and exact copy of a Resolution passed by the City Council of the City of East Grand Forks, Minnesota, at a regular meeting of said Council held at the City Hall in said City on July 21, 1988, the original of which said Resolution is now on file in this office.

Dated this 3rd day of August, 1988.

D. E. Mack
Clerk-Treasurer
City of East Grand Forks, Minnesota

DOCUMENT 321

John Ashcroft
Governor



John A. Palmer
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 800
Jefferson City
65102

Shan Parovish
Director
Division of General Services

August 1, 1988

Colonel Patrick P. Caruana, USAF
Deputy Director of Strategic, SOF,
and Airlift Programs
Assistant Secretary (Acquisition)
Department of the Air Force
Washington, D.C. 20330-1000

Dear Colonel Caruana:

Subject: 88070019 - Draft Environmental Impact Statement
Peacekeeper Rail Garrison System

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

1 None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

[Signature]
Luis Pohl, Coordinator
Missouri Clearinghouse

LP:cw

DOCUMENT 322

Home for Peace & Justice
Barbara Jackson
8880 Bell Rd.
Birch Run, MI. 48415

August 23, 1988

Lt. Col. Peter Walsh
Environmental Planning Division
AFRCE-BMS/DEV
Norton AFB, CA. 92409-6448

RE: Comments on DEIS

Dear Col. Walsh:

1 Many problems with the proposed Intercontinental Ballistic Missile Rail-Garrison Basing Mode were not addressed in the DEIS. Enclosed is a copy of the issues that must be part of the decision making process.

Thank you for your attention.

Sincerely,

Barbara Jackson
Barbara Jackson

Enclosures

Note: See Document 287 for further responses.

DOCUMENT 323



UNITED STATES DEPARTMENT OF COMMERCE
Bureau of the Census
Washington D.C. 20533

WYO. STATE TREASURER

SEP 3 1985

RECEIVED

August 29, 1985

Mr. Stan Smith
Wyoming State Treasurer
State Capitol
Cheyenne, Wyoming 82002

Dear Mr. Smith:

1 At the request of Mr. Mick Snapp of the city of Cheyenne, we are notifying you of the Census Bureau's July 1, 1984 population estimate of 50,935 for Cheyenne. That population figure will be used in the allocations formula for Entitlement Period 17 of the General Revenue Sharing Program. The 1984 estimates will also be used by the Department of Housing and Urban Development and by other Federal agencies in determining funding eligibility and levels.

If you want further information, please contact Mr. Joel Miller of my staff at (301) 763-7955.

Sincerely,

Roger A. Herring
ROGER A. HERRIOT
Chief, Population Division
Bureau of the Census

cc: Mr. Mark Snapp

DOCUMENT 323



DOCUMENT 324

BRADY, MARTZ & ASSOCIATES, P.C.

CERTIFIED PUBLIC ACCOUNTANTS

24 West Central P.O. Box 848 Minot, ND 58702-0848 (701) 852-0196

August 16, 1988

Director of Environmental Planning
AFRCE-BMS/DEV
Norton Air Force Base, CA 92419-6448

RE: Peacekeeper Rail Garrison

Gentlemen:

1 I attended the August 11, 1988 public hearing in Minot, North Dakota and would like to add my support to the Environmental Impact Statement and the possibility of selecting Minot Air Force Base as one of the installations.

As was pointed out many times in the hearing, Minot could handle the installation very adequately and is quite eager to do so. This area has experienced a certain amount of economic depression and consequently there should be no need for additional housing or services. I feel another positive factor is the long record of cooperation and good relationships between the Minot area and Minot Air Force Base.

I sincerely hope that when the selection is made, that Minot Air Force Base will be one of the sites.

Sincerely,

BRADY, MARTZ & ASSOCIATES, P.C.

Gary Hovstad
Gary Hovstad, CPA

It

OTHER OFFICES: Grand Forks, ND - Thief River Falls, MN

Earl Beck
234 Souris Drive
Minot, N.D. 58701

15 August 1988

Lt Col. Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, Ca. 92409

Dear Col. Walsh:

I attended the hearing in Minot on 11 August 88 and was really dismayed at the various reasons given to support the rail garrison, only a couple touched upon the real reason to go ahead with the project, what is best for the nation. That should be the only reason to build any project as far as the military is concerned.

If the powers that be decide to build the rail garrison project I hope that Minot Air Force Base becomes part of the program. As we heard the other evening the environmental impact would be negligible and there would be no serious impact on the local housing or educational facilities. In other words there would a minimal impact on the community.

The people that travelled hundreds of miles to protest are well intentioned but ill informed. Possibly a solution to their theatrics would be for a team to meet with their leaders (privately) and discuss the whole matter to ascertain what their problem is.

For 43 years our leaders have been able to negotiate from a position of strength and if it takes this project to maintain that strength, I'm for it.

One man that spoke in favor of the project gave his credentials (which were impressive but not complete) usually fights vociferously against any tax supported project. If he thinks that this project is worthy than how can anyone else be against it.

Sincerely,

Earl Beck

LOCATION Jacksonville, Ar.

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 We feel this would be a vital part of our defense for the safety & protection of our nation. This would also be an asset to Jacksonville & surrounding communities.

Thomas Tackett 1116 So. Hwy., Jacksonville, Ar. 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Jacksonville, Arkansas

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 Yes I want to have one of the Peacekeepers located at Jacksonville if they are approved by Congress.

Thomas W. Dupree 702 S. Jones Jacksonville Arkansas

Name Street Address

City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Jacksonville, Arkansas

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Gentlemen:

1 It is obvious after 21 years of having the Titan Missile in our area that no adverse environmental problems have been noted.

Thus it is obvious that the same would be the case with the MX Rail System Garrison.

We, as members of this community look forward to having this system in our area.

I see only good things for our country, our state and our community from having this system in place.

Please advise if I may be any assistance in this regard.

Thank You,

Bob McCrary
Bob McCrary

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Licksville or

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have derived and may occur if the Federal Duck Stamp program is continued, and afford you an opportunity to bring to our attention matters we have inadvertently overlooked. Our goal is through environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As a member of Jacksonville

Chamber of Commerce, I support

Like Lord HFB in their endeavor to

deploy the Peace Keeper missile at

His base

Figure 1 consists of two panels, A and B, each showing a schematic representation of the experimental design over a 10-minute period. The x-axis for both panels is labeled from 0 to 10 minutes. Panel A shows a sequence of stimulus and response events. At 0 minutes, a stimulus is introduced. At 1 minute, a response is recorded. At 2 minutes, the stimulus is removed. At 3 minutes, a response is recorded. At 4 minutes, the stimulus is introduced. At 5 minutes, a response is recorded. At 6 minutes, the stimulus is removed. At 7 minutes, a response is recorded. At 8 minutes, the stimulus is introduced. At 9 minutes, a response is recorded. At 10 minutes, the stimulus is removed. Panel B shows a similar sequence of events, but with a different timing for the stimulus and response events. At 0 minutes, a stimulus is introduced. At 1 minute, a response is recorded. At 2 minutes, the stimulus is removed. At 3 minutes, a response is recorded. At 4 minutes, the stimulus is introduced. At 5 minutes, a response is recorded. At 6 minutes, the stimulus is removed. At 7 minutes, a response is recorded. At 8 minutes, the stimulus is introduced. At 9 minutes, a response is recorded. At 10 minutes, the stimulus is removed.

Name _____ **Street Address** _____

Please send this form in or mail to:

**Lt Col Peter Walsh
AFRCF-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409**

to: Norton AFB

from Renee Simer
356 Sandefur
Shreveport LA 71105

RE Mr Paul Garrison at Beekdale AFB.

I am writing in opposition to the plan that will put AK missiles on rail cars. I think that once again we are jeopardizing national security by spending more dollars on weapons capable of a just strike. The national security that I refer to is food, healthcare, education and shelter for each US citizen. Let's secure our nation by protecting our environment and adding ourselves of life threatening illnesses, the unemployed need job training and job placement. Dollars in rail cars could best be used elsewhere.

I have a specific question that I would like an answer to. at the last hearing, those in my community in favor of this plan to house the ex are excited about increased employment I called Barbastala to find out the breakdown of new civilian jobs v.s. new military personnel jobs but the official told me to contact you. Which jobs (quantity) will give job placement

to categories presently living in Shuangtong-Bowen both during construction and operation of the gemson? What training will be necessary to work at the site - i.e. those with 'heir' backgrounds or blue collar workers? How many new marketing personnel will be imported to BAFS to run the operation? The only information given at the hearing was a generalized discussion of employment and a promise of new jobs. Those of us studying this issue need a more specific explanation of this aspect. I hope to hear from you soon.

Sincerely,
Rene Simon

LOCATION WARRENBURG, Mo. (with Tenth AFB 400000)

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Draft Garrettsville program proceeds and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As a consequence of trial of Klaus Fuchs, Ma. Attorney
The Asa's Home in Warrington, Ma. is: The Air Res.
General Home for Department of Western L.P.
This area is approximately 50 miles from R.G.P. Some of
the other unclassified concerns are:

ABSOLUTELY NO THOUGHT OR CONSIDERATION SEEMS TO BE GIVEN TO THE LARGER SURROUNDING COMMUNITY (ANYONE BEYOND

10-15 hrs from Whitman). However, if the MX is deployed at (interim) and the training scenario is per the AGO...

OR IF ANY DE-RADICALITY -- ACCIDENT OR OTHER VERY RARELY

THE IMPACT WOULD AFFECT THE LIVES OF THOUSANDS (AND MILLIONS) OF

PEOPLE FROM DISSEMINATING LIFE IN THE AREA AT LATEST 30 MILES
4 BARRERS SHOW 100 MILES FROM WITHIN AREA, THIS "NEW ADDRESS"

WAS DISAPPOINTED THAT NO ONE SEEMS TO CARE IF THE
HILL IS DESTROYED BY AVALANCHES. THE UNLIVING HOSPITALS WILL BE

SERIOUSLY AFFECTED (DESTROYED) AS FOR THE DEETS,
WE HUMAN BEINGS ARE AT THE END RESPONSIBLE FOR OUR

PLANTS SURVIVE FOR MAINTAINING THE LIFE FORMS & QUALITY OF LIFE
WHICH THE WORLD THE ENTIRE EQUIPMENT FOR ITS INDEPENDENCE -

Betty Hutson 6419 E 64th St. Kansas City, Missouri 64131

Please hand this form in or mail to: Lt Col Peter Walsh
AFRCB-BME/DEV

Norton Air Force Base
San Bernardino, California 92409

LOCATION LRAFB - ArkansasCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

All environmental issues have been addressed and there are none that will be adversely affected by the deployment of a Peacekeeper Rail Garrison at LRAFB. If the Peacekeeper program is funded by Congress, LRAFB should be the first place for locating one of the rail garrisons.

Spuy Wilson - 3 Nixon Dr - Jacksonville Ark 72076

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

MX DEIS- Minot, ND 8-11-88 Submitted by Al Hermodson, Crookston, MN

Please insert these comments in context. I spoke at 9:50 pm and was the next to the last speaker at Minot. These comments are in response to Col. Walsh's responses to my oral testimony.

Col. Walsh, you said that the MX is not a first strike weapon. But the MX indisputably has first strike capabilities. You stated in Grand Forks on March 16, 1988 that the Soviet Union is incapable of mounting a surprise first strike because we could watch for "two weeks" as they fuel their liquid fueled missiles. Is it not logical that the Soviet Union will see deployment of a first strike capable weapon as a first strike threat thereby further destabilizing the nuclear situation.

The US and USSR each have over 10,000 strategic nuclear weapons. The Congressional Budget Office stated in November 1987 that approximately 3,700 US nuclear weapons would survive a Soviet surprise attack and 8,200 would survive given a short warning. Detonation of only a small number of these weapons would, according to the Union of Concerned Scientists and others, destroy the Soviet Union, initiate nuclear winter, and leave the earth uninhabitable. Isn't it absurd to talk of reloading silos? How can you speak of vulnerability and then ask to put 80 more vulnerable missiles at sites that would surely be early targets in any nuclear exchange. In fact, would not this deployment present an increased provocation, thereby further destabilizing the nuclear situation? You are surely aware that the bulk of the US nuclear forces are based in invulnerable submarines. Is the promotion of the MX missile by the Air Force more an effort to preserve and enhance Air Force jobs and promotions in an inter-service rivalry with the Navy than a genuine concern about "national security"?

You state that there has been a decrease in the number of US warheads in the last decade. During that time we have MIRV'd the Minutemen, added sea launched ballistic and cruise missiles, added air launched cruise missiles and bombs, and added ground launched missiles. Where has there been a decrease in US warheads?

MX DEIS Minot

Al Hermodson

You said that the overall destructive power has been reduced. The total explosive power may be less than if the US had continued on its earlier course of building massive missiles of the 20 to 60 megaton size, but the US chose to build smaller more accurate missiles when we learned the "art" of miniaturization of nuclear warheads. We chose to build solid fuelled missiles instead of the more cumbersome and slow-to-load-and-launch liquid fuelled missiles. Considering our nuclear arsenal numbering 30,000 and equaling 7,000 World War Two's, where has there been a decrease in total destructive power?

Col. Walsh, you state that we have more than sufficient nuclear warheads. You state that deployment of the MX will mean "no new warheads." Where are the warheads coming from? Are the 429 INF warheads to be retooled for use on the 500 new MX warheads? Is this not a violation of the spirit of the INF Treaty?

You say that the present arsenal is of 1950 vintage. Are you forgetting that the Minutemen Missiles have all been updated with new warheads and guidance systems? Are you ignoring all of the new air launched, sea launched, and ground launched missiles designed and deployed in the intervening years?

I continue to believe that deployment of the MX missile in any basing mode is a provocative, destabilizing waste of taxpayer's money. Deployment will make the world a more dangerous place to live.

page 2 of 2

LOCATION _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I fully support the deployment of the Peacekeeper missile at the LRAFB.

William A. Smith
Spokaneville Ark 72076

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 12, 1988

To Whom It May Concern: Testimony for MX Rail Garrison public hearing - Minot

1 My name is Michelle Lange and I am a native of Devils Lake, N.D. I would like to express my opposition to MX Rail Garrison. I believe that every dollar spent on nuclear weapons is a dollar that could have been spent conquering fears in a more productive way. I am a student at UND majoring in Russian and Soviet Studies. My main goal is to use my education to teach young people the Russian language and familiarize them with Russian culture. I can think of no better, safer way to peace than through global education, cultural exchanges, and people to people exchanges. Peace acquired this way is true, lasting peace, for it touches human hearts in ways missiles can never do.

Thankyou,

Michelle Lange
Michelle Lange

LOCATION LITTLE ROCK AFBASECOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am a member of the Jacksonville Chamber of Commerce and a business owner. I have always given full support to the LAREB.

1 *The move has been good to Jacksonville and the other communities and I believe that we have been good for the move.*

I want to go on record that I fully support the U.S. Air Force Peacekeeper Rail Garrison Program.

I hope that the Air Force will not fall against us, and (2) Uncooperative U.S. Senator, David Pryor + his company. They certainly do not represent the majority of the people of Jacksonville. Dave Call

DALE DAVIS 708 FOXBORO DR JACKSONVILLE, AR 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BRE/DEV
Horton Air Force Base
San Bernardino, California 92409

MX Rail Garrison DEIS 8-8-88 Al Hermodson, Crookston, MN 56716

The DEIS fails to explain fully what the MX missile is and what it is designed to do. The MX missile is:

- 92 inches in diameter
- 71 feet long
- weighs 195,000 pounds or 97½ tons
- Carries ten independently targeted warheads each
- Each warhead equals 300 kilotons TNT equivalent
- Each warhead is 18 times as powerful as Hiroshima's atom bomb
- Each MX missile carries 3 megatons or 3 million tons TNT equivalent
- Three megatons equals all allied explosives & bombs used in WWII
- Therefore, one MX missile equals approximately one World War Two
- The MX range is over 5,000 miles and is accurate to 300 feet

Detonating an MX warhead will vaporize everything well over 300 feet from ground zero and will cause massive damage to a much wider area. The MX accuracy is therefore designed to destroy hardened military targets like missile silos. Since there is no reason to hit an empty silo, we must assume that the MX is part of a United States' first strike nuclear war fighting strategy.

1 If the MX is a first strike weapon because of its accuracy and speed, the MX is also inherently destabilizing due to its multiple warheads. Deployment of the MX in any basing mode will therefore decrease national security because deployment increases the likelihood of a nuclear exchange. The US Air Force implies that deployment will "enhance deterrence." But deterrence is defined as "having sufficient military strength and perceived willingness to use that strength after an enemy attack to inflict unacceptable damage on the enemy, thus inhibiting them from striking in the first place." But according to the Congressional Budget Office (November 1987), approximately 3,700 US nuclear weapons would survive a Soviet surprise attack and 8,200 would survive a short warning time alert to strategic forces. Considering the fact that launching only a small fraction of these missiles would obliterate the Soviet Union, undoubtedly initiate nuclear winter, and contaminate the entire earth to an uninhabitable state, is this not "sufficient military strength?" How does adding MX missiles add to sufficiency?

MX Rail Garrison DEIS 8-8-88 Al Hermodson, Crookston, MN 56716

1 The DEIS fails to discuss the nuclear arsenal that the MX missile joins. Understanding the existing nuclear capabilities is essential for a genuine consideration of the "no action" alternative.

The MX missile joins a world with approximately 60,000 existing nuclear warheads. The United States has over 30,000 warheads while the Soviet Union has over 25,000. England, France, and several other countries possess nuclear weapons. Hiroshima was leveled by 16 kilotons (only one one hundred eightieth of the destructive power of one MX missile), killing 75,000 people immediately, injuring over 100,000, and causing cancer deaths today, over 43 years later. The deployment of 50 more MX missiles adds 9,000 Hiroshimas. The world's nuclear arsenal equals over one million Hiroshimas, over 7,000 World War Twos, and, over four tons of TNT equivalent for every man, woman, and child on earth.

2 The DEIS fails to address the previous 30-plus basing modes for the MX (dense pack, race track, shell game, desert tunnel, etc.) that were proposed, discredited, and rejected. A discussion of the comparative costs, provocations, and vulnerabilities would be expected. Why haven't the four or more basing modes considered by the Reagan Administration been included in the DEIS?

3 The DEIS fails to address the environmental impact of producing the materials for the MX missiles. For example, the DEIS does not address the increased uranium mining, uranium tailings, and the resultant increased cancer rates. It does not consider the additional production of high and low level radioactive wastes and the fact that there is no plan to dispose effectively of these wastes which are radioactive for tens of thousands of years.

2 The DEIS fails to discuss how the MX Rail Garrison deployment conforms to the spirit of the INF Treaty, the ongoing arms limitation talks, and the arms reduction talks. At a time when the Soviet Union seems genuinely interested in arms reductions, it is absurd to escalate the arms race with a very expensive, vulnerable, provocative, and destabilizing weapon system.

MX Rail Garrison DEIS 8-8-88

Al Hermodson

1 The DEIS fails to address the increased likelihood to the host sites of being attacked by enemy missiles due to the clustering of an additional 80 nuclear warheads at each site. This provocative basing mode, plus the first strike nature of the MX missile, would give the enemy an incentive to strike early. Knowing this vulnerability, would the United States not be forced to deploy its trains early in a crisis, thereby further destabilizing the situation? Would the United States also not be forced to "use them or lose them" during the highly critical first several hours after leaving the garrison?

page -3- of 6

MX Rail Garrison DEIS 8-8-88

Al Hermodson, Crookston, MN 56716

The DEIS fails to address how the MX fits into nuclear war fighting or nuclear war threatening scenarios. Because the enormous costs of the development and deployment of a weapon system must be justified through an identifiable use, and because the use of the MX would be an environmental disaster of incalculable dimension, the DEIS fails to describe the consequences of the use of the MX missile or and enemy attack on the MX missile. Let us briefly consider the detonation of just one one-megaton enemy warhead over the Grand Forks Air Force Base. Incidentally, the GPAPB would undoubtedly be targeted with several warheads due to its strategic importance.

A heat wave traveling at the speed of light from the fireball, which exceeds 27 million degrees Fahrenheit, vaporizes everything nearby. Exposed flesh over six miles away receives third degree burns. Within a three mile diameter, which encompasses most of the Air Base, all buildings are vaporized, crushed, or exploded while intense radiation kills even those hiding behind two feet of concrete. Almost everyone dies in this zone.

4 From 1.5 to 2.9 miles of ground zero, all but the sturdiest buildings collapse. Winds of 300 to 500 miles per hour hurl humans and debris alike. Everything flammable ignites. One half of the population in this zone dies immediately and most of the others die from burns and radiation exposure.

From 2.9 to 4.3 miles of ground zero, winds exceed 150 mph, asphalt melts, wood and clothing spontaneously ignite, and houses disintegrate. Out to 40 miles, people would be cut by flying glass. Those who look at the light would be temporarily or permanently blinded.

People in the area who escape immediate death must contend with burns, radiation, stress, and lowered resistance to spreading disease. Local hospitals would be destroyed, damaged, overtaxed, and probably contaminated. Health personnel, transportation systems, communication systems, and law enforcement would be overwhelmed. Many more people would die slow painful deaths. Large areas would have to be evacuated and indefinitely abandoned. Cancer and genetic abnormality rates would be elevated for decades.

page -4- of 6

MX Rail Garrison DEIS 8-8-88

Al Hermodson

4 In addition to these physical problems, there would be massive economic and social disruption. All of this death, suffering, and chaos would result from just one average sized nuclear detonation at one place on earth. But there is very little likelihood of a limited nuclear war in a world with 60,000 nuclear warheads. To this tremendous overkill capacity, the Air Force wants to deploy additional vulnerable, provocative, destabilizing, first strike weapons at the Grand Forks Air Force Base.

In the words of Albert Einstein, "The splitting of the atom has changed everything, save our mode of thinking, and thus we drift toward unparalleled catastrophe. We shall require a substantially new manner of thinking...to survive."

page -5- of 6

MX Rail Garrison DEIS 8-8-88

Al Hermodson, Crookston, MN 56716

1 In the 1900 landmark case, The Paquete Habana, the United States Supreme Court held that international law is part and parcel of the structure of federal law. International law includes the law of war.

Under the Fourth Hague Convention, no nation may use weapons which cause unnecessary suffering to human beings. Second, poison and poison weapons are flatly prohibited by the Hague Resolutions, by the Geneva Protocol of 1925 and by the U.S. Army Field Manual 27-10 on the Law of Land Warfare (1956). The United States is bound as a party to each of these. Additionally, a nation may not adopt methods or tactics which fail to distinguish between combatants and non-combatants. Because of the inherent nature of nuclear weapons, each of these rules prohibits their use.

page -6- of 6

LOCATION LRAFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 *After supporting LRAFB for many years
it seems to be a welcome sign of things
to have something very positive to talk
about in the City of Jacksonville
Especially for those who would be a great
boost to a town that has been in the
hard times.*

David S. Smith 207 Main St. Jacksonville AR 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Brighton, MADATE 8/15/88COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICBM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

- 1 *① The rail garrison made of basing the MX missile is destabilizing. It encourages the Soviets to sabotage the garrison areas with nuclear explosions in a pre-emptive strike. The lag time of 4 to 6 hours before the missiles are well spread out makes this basing system very vulnerable to "surprise" attack.*
- 2
- 3 *② Using public train tracks poses major logistical problems. If the military works in concert with civilian railroad workers, then Soviet intelligence could fairly easily infiltrate the system. If the military works on its own, then there is a very high likelihood of major confusion, accidents, and possible disaster in the event of a nuclear war, with citizens being evacuated, etc. And train tracks are extremely susceptible to natural damage and sabotage. Having the missiles maliciously using public tracks increases all these dangers exponentially.*
- 4
- 5
- 6
- 7 *③ It makes no sense to spend more money on the MX when US arms control policy is focussed on eliminating long range nuclear weapons.*

Ellen Tamm Sweeney 66 Chinwick Road Brookline MA 02146

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409



THE STATE
OF WYOMING
SHIRLEY SULLIVAN
GOVERNOR

Department of Environmental Quality

Herschler Building • 122 West 25th Street • Cheyenne, Wyoming 82002

Administration (307) 777 7937 Air Quality Division (307) 777 7291 Land Quality Division (307) 777 7756 Solid Waste Management Program (307) 777 7757 Water Quality Division (307) 777 7781

MEMORANDUM

TO: Lt. Col. Peter Walsh, AFRC-BMS/DEV
Norton Air Force Base, California

FROM: Randolph Wood, Director
Department of Environmental Quality

DATE: August 12, 1988

SUBJECT: Review and comments on DEIS for the Peacekeeper Rail Garrison Program

Beth Pratt reviewed the above referenced document and provided the following comments:

- 1 Permits to Construct must be obtained for certain types of sediment control structures.
- 2 Permits to Construct will be required for water and sewer line extensions to serve the facilities.
- 3 Statements regarding erosion and water quality are confusing, if not contradictory. Terms such as "minor" and "short-term impact" are used to describe water quality, while page 2-8 indicates that impacts from soil erosion would be significant. There is concern regarding leaving 102.4 acres barren of vegetation during the life of the project. Additional information should be provided to substantiate statements regarding erosion and water quality and to quantify any impacts. Mitigation and control measures should be identified.
- 4

/s/

LOCATION Little Rock AFB JACKSONVILLE, AR
72076

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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- 1 *Not being an authority on the environmental field, I can only assume from a review of the document, both personally and regarding the establishment of the Peacekeeper Rail Garrison program at LRAFB that such a decision as and as completely with its operating environment after attending public meetings, listening to all sides and some of the opinions that no one person, agency or group have presented a serious, logical and realistic argument against the establishment of such a program in our state and specifically located at LRAFB.*

*Myrtle G. Zumwalt 2811 Gray Fox Lane
Jacksonville, AR 72076*

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 After reviewing the Draft Environmental Impact Statement, I did not notice any adverse impact which would be caused by the placement of the Peacekeeper Rail Garrison at Little Rock Air Force Base in Jacksonville, Arkansas. The one aspect which was not touched upon is the relationship between the base and the City of Jacksonville. Even though this is a subjective topic, it is still important.

I moved to Jacksonville in 1963 with my father who was assigned to the 308 Strategic Missile Wing. Since that time I have witnessed the continued improvement of the relationship between the base and city. I served a tour of duty both in the U.S. Army and the U.S. Air Force and never observed better treatment by the civilian population of the military personnel.

2 After my father retired in 1968, I stayed in Jacksonville and returned here after both my tours of duty. This is my home and believe that it would be beneficial to the base and the City of Jacksonville to have the Peacekeeper located at LRAFB.

JOHN A. JONES 204 CORKWOOD JACKSONVILLE ARKANSAS 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BNS/DEV
Norton Air Force Base
San Bernardino, California 92409LOCATION LRAFB Jacksonville, ArkCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The meeting I attended was meant to be an opportunity to discuss the local environmental issues. These appearing seemed to be more interested in discussing the pros and cons of nuclear war.

1 I can see no reason the Peacekeeper Garrison should not be located in our city. The community is behind it 99%.

I must look to those in uniform rather than the general public when it comes to the nuclear issue. (Chris)

J. A. Jones 110 Lexington Jacksonville, Ark 72076

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BNS/DEV
Norton Air Force Base
San Bernardino, California 92409

The University of North Dakota

GRAND FORKS 58201

DEPARTMENT OF PHYSICS

TELEPHONE (701) 777-7111

Lt. Col Peter Walsh
AFRC-BNS/DEV
Norton Air Force Base
San Bernardino, California

Dear Sir:

These points were each mentioned during the original scoping hearing. I hereby bring them to your attention once again. Copies are sent to the Grand Forks Herald, Senators Burdick and Conrad, and Congressman Dorgan.

Sincerely,

*William A. Schwalb*William A. Schwalb
Associate ProfessorLOCATION Grand ForksCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

These are three questions concerning scope. Why are the following explicitly excluded from consideration when determining the scope of environmental impact of Rail Garrison MX?

1. Incidents relating to sabotage. There is only the barest mention of sabotage in the report. The claim is that the very mention of the word is such a sensitive security issue that nothing further can be said concerning the possible safety hazards or precautions. Since sabotage of the tracks and equipment in or around Grand Forks is a prime strategy for anyone wanting to prevent dispersal, and since this could clearly lead to propellant mishaps, such a discussion must be included in the scope of the environmental impact.
2. Psychological impact. I wonder if it is clear that this is a genuine economic concern and that it can be dealt with quantitatively as well as any other environmental effect. To what extent would the existence of still more nuclear missiles, while this time, further depress the local economy by making this an undesirable place to live or work? To what extent are people or businesses reluctant to locate here because of the local nuclear hardware and to what extent would Rail Garrison effect this? This can be determined by quantitative research methods ordinarily used in psychology. It is a poor excuse, as far as I'm concerned, to say the Air Force is not required by law to answer this question. Are we trying to determine the legitimate scope of environmental impact on the business community or not?
3. Decommissioning. Similarly, it is sometimes claimed that the Air Force is not legally obliged to attempt to estimate the impact of decommissioning a particular defense system, such as the Safeguard ABM site at Nekoma. Somebody must be responsible for thinking of this.

A major reason for building MX with its prompt hard target kill capability is the existence of SS-18s and now SS-24s and SS-25s with similar capabilities. The only way to get rid of the latter is to bargain them away with the MXs. This must happen sooner or later. The big land based ICBMs are a cold war relic in the evolution of the arms race, and thus are increasingly devoid of deterrence or any other kind of leverage.

Thus the community is explicitly asking the Air Force to plan for the possibility of decommissioning. Please help identify in advance the kinds of impact the removal of Rail Garrison MX might have and how it could be mitigated. Don't leave us holding the bag.

William A. Schwalb 528 Hamline Grand Forks N.D. 58201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BNS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 345

RLG-22
02/28/88
Revision 2LOCATION Lubbock, Texas

DATE _____

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICBM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

- 1 As a resident of Lubbock, I am not at all happy about the line from plans for "Rail Garrison" basing. Having nuclear warheads offensively weaponized passing through our city is not acceptable to me or my family. It subject our citizens in Lubbock -- on the edge of our town or city along the rail line -- to the danger of rail accidents involving these weapons. Potentially means injuries. Also, although the purpose of mobile basing is to shield the location, I have great concerns about the ability to keep the location unknown. That makes citizens questions along the rail route more vulnerable to attack, either from official forces or terrorists.
- 2 Including actually stopping the number 9. My number is counter to Congressional approval and counter to the weapons reduction efforts being pursued by our administration.
- 3 My recommendation of this proposal is the NO ACTION ALTERNATIVE.
- 4 Thank you -

Name Mary M. Jones Street Address Box 6015 Lubbock City Texas State TX Zip Code 79443

Please hand this form in or mail to: Director, Environmental Planning Division
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

DOCUMENT 346

LOCATION LRAFB, JACKSONVILLE, ARK, 72076COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Dear Sir:

I am a retired CMSGT (E-9) with over twenty-six years of military service. I arrived at Little Rock Air Force Base in Aug. 1975 and retired from the USAF in Aug. 1980. Since the onset of my assignment here at LRAFB, I noticed almost immediately the friendliness and closeness displayed between the Air Force and local folks. This positive trend of closeness continues to prevail in Jacksonville and it has increased daily to a higher degree over the years.

I attended both of the Open hearing at the North Pulaski High School you had and would like to commend you and your staff for a job well done. All aspects pro and con of the proposed Rail Garrison Program were covered at length and in detail. It was well organized and presented.

I would like to go on record as supporting the US Air Force Peacekeeper Rail Garrison Program one hundred percent (100%) here at LRAFB. We supported the 308 SW folks during their tenure here at LRAFB and we will also support all aspects of your program. Looking forward to having the program accepted here at LRAFB and working with you all once again.

Roland H. Boy
Coldwell Banker Peacock, Inc. Realtors GRI, CRS

Name Roland H. Boy Street Address 2707 Gray Fox Ln. City Jacksonville State AR Zip Code 72076
Please hand this form in or mail to: Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 347

2613 Dillard Street
Shreveport, LA 71104
August 16, 1988

MX Missile Rail Garrison Program
Environmental Impact Analysis Process
Written comments

Director of Environmental Planning
AFRCE-BMS/DEV
Norton Air Force Base, California 92409-6448

To Whom It May Concern:

The following are some of my concerns which have not been addressed to my satisfaction.

- 1 Since the U.S. government can observe other government's military activities with our satellites, how do you expect to disguise the MX ICBM so that it will not be spotted easily by one of their satellites? With the sophisticated intelligence technologies of today, it does not seem unrealistic that an enemy could become expert on the movements of this weapon. Therefore, I question the effectiveness of the system.
- 2 How will this weapon be secured for transportation? In the event of a train wreck, terrorist attach or vandalism, how will plutonium leaks be minimized? What kind of tests will be performed to study this problem? In light of the problems with leaks at the joints of the shuttle, do we have the technology to make this missile safe while being transported? I see this as a major environmental issue which has not been addressed in the hearings.
- 3 It appears to me that there are insurmountable security problems and environmental risks with this plan. It creates a lot of new problems which threaten the well being of vast numbers of people who have the misfortune of living near to rail lines.

Please address these question in your final draft.

Sincerely,

Jan Nelson

Jan Nelson

xc: Union of Concerned Scientists

DOCUMENT 348

LOCATION Grand ForksCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 I do not think it is safe to put the rail Garrison program in Grand Forks or any where in the United States. I'm against it!!

Erma Brauning 1420 5th Ave N Grand Forks ND

Name Erma Brauning Street Address 1420 5th Ave N City Grand Forks State ND
Please hand this form in or mail to: Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Aug 17, 1988

LOCATION Abilene, Texas

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 I WAS VERY DISAPPOINTED IN THE MEETING OF JUL 25, 1988 AT THE CIVIC CENTER IN ABILENE, TEXAS.

THE CIVIC LEADERS, MAYORS, ETC. WERE GIVEN TIME TO GET THEIR SAY, BUT THOSE WHO MIGHT SPEAK AGAINST THE MISSILES WERE SHUFFLED TO THE BACK OF THE DECK.

I GOT THERE 30 MINUTES EARLY & FILLED OUT A CARD TO SPEAK. I DIDN'T GET TO SPEAK.

I GAVE MY CARD TO AIR FORCE OFFICER BEHIND THE DESK.

SEEMS TO ME THAT A MEETING LASTING 3 HOURS WAS FIXED LEAVING THOSE WANTING TO SPEAK DIDN'T GET TO. THERE WAS PROBABLY A LOT OF PEOPLE THERE. RECENT NEWS AT 2:50 PM.

THE BACKERS OF THIS SYSTEM WANT TO LIVE THEIR POCKETS WITH MONEY.

2 THE ENVIRONMENT WILL BE RUINED DEATH IF THESE MISSILES & COUNTRY ENJOY.

JACK S. HERGENROTZ 873 BALLINGER ABILENE TEXAS 79605

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

3 THE RAILROADS IN THIS PART OF THE COUNTRY AREN'T THE BEST. TO HAVE CAT AMUSE WITH NUCLEAR RAIL MISSILE ON OUR RAILROADS IS PLAYING RUSSIAN Roulette on a LARGE SCALE.

LOCATION LR 170, Johnsonville, IN

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 You have our full support on this mission.
Hanks

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Spangfield, MA

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 So, we did not have time to read the thank you report, or to speak for an accurate perspective at the public hearing. Please sit at another public hearing in either your location or the Oriskany, such as in your city, and in Spangfield. I know people who would have been present and who would have contributed to the hearing if they were not making so many other things.

2 I don't see the harm in the rail garrison program, family and my neighbors. All of us consider human beings.

3 Please schedule another hearing so we can voice our environmental concerns that you proposed.

I am thinking of children who they live with the great support here. We already have plenty of missiles here. Please address, please in the rail garrison and missiles? We would want to understand the Oriskany that justice allows us in our country, with environmental hazards.

Met Gilbert 873 S. Orleans Spangfield MA 01862

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Oscoda BAPTIST CHURCH

3009 North US-23
OSCODA, MICHIGAN 49769

ROYCE MOISEN, PASTOR
PHONE 735-6446
PHONE 735-6446 CHURCH

August 15, 1988

Department of the Air Force
AFRC-BMS/DEV (Lt. Col. Peter Walsh)
Norton Air Force Base
San Bernardino, CA 92409-6448

Sir:

We don't know who first put the words "God and Country" together in just that way, but they are solidly American! Like pieces of steel welded together, God and Country stand side by side!

In the long history of America, its churches have supported its military leaders in the defense of freedom, for that is the only way either can exist. Without the churches the country becomes the despoiled. Nazism was the result of that.

We recognize also that the United States constitution requires government "...to provide for the national defense." To do that demands a strong military presence. The adage "Peace through strength", is not without warrant.

1 Rail Garrison basing of the Peacekeeper ICBM at Wurtsmith Air Force Base, in our opinion, is another means of fulfilling that constitutional directive and we heartily endorse and support it.

Our hope and prayer, of course, is that our country may never find it necessary to defend ourselves, or our allies, with physical force on any level. We support the nation's efforts to work toward a mutually verifiable peace effort. But until those goals can be worked out, we stand behind the people in our military, and their roles as our defenders and peacekeepers!

R. Royce Moisen
A. Royce Moisen, Pastor
Oscoda Baptist Church
Chairman, Oscoda Ministerium

August 18, 1988



OFFICE OF THE MAYOR

Mr. Gary D. Vest
Deputy Assistant Secretary of the Air Force
Department of the Air Force
Washington, D.C. 20330-1000

Dear Mr. Asst. Secretary Vest,

In regard to the Environmental Impact Statement for the Peacekeeper Rail Garrison, we are very pleased to see that this study has shown that there would be very little effect on the environment by placing the Peacekeeper Rail Garrison Program at Minot Air Force Base. You can tell by the testimony that the community is strongly in favor of this program and any other program to help the nation's defense posture. We are a patriotic community that has supported the military. An example of this is the fact that the people of this area donated the land on which Minot Air Force Base now stands.

As a result of the favorable response from the people of this area, and the fact that the Environmental Impact Statement shows no problem with the environment, we would strongly urge that the Peacekeeper Rail Garrison be placed at Minot Air Force Base when it is implemented.

Yours very truly,

Dr. George Christensen
Dr. George Christensen
Mayor

GC/tr

minot civic center / minot, north dakota 58701



North Dakota Senate

BISMARCK 58505



Sen. Jim Maxson
District 41
Bismarck Professional Building
800 22nd Avenue NW
Minot, ND 58701

August 8, 1988

Committee
Military, Vice Chairman
Social Welfare and Veterans
Affairs
Joint Constitutional Revision

TO: WHOM IT MAY CONCERN

REGARDING: The Proposed Rail Garrison Project

My thanks go out to Stella Chumas, a young friend and constituent who has agreed to read this in my absence. On the 11th and 12th of August it is necessary for me to be in Fargo, North Dakota, because of my private law practice.

Believe it or not, I have actually reviewed the environmental impact statement regarding the proposed Rail Garrison Project for Minot Air Force Base. The placement of this project at Minot Air Force Base would have a positive economic impact on the Minot area and would do no damage to our environment. There is a history of some thirty years of cooperation and friendship between the military community and civilian community in Minot. This would only be strengthened by any additions to Minot Air Force Base.

Many, including me, have empathy for the opinions of those who wish there were no such thing as nuclear weapons anywhere. We share their wish, but are realistic enough to comprehend that nuclear weapons are a necessary evil. The United States and the Soviet Union are no longer the only nuclear powers in the world. If we make peace with the Soviet Union, there are a number of potentially dangerous third world countries who are capable of providing a nuclear threat, if not now, in the future.

There will always be people in the world such as Hitler, Mussolini, Kadar, and Khomani who hate America and everything for which it stands. A strong deterrent is all people like that understand. History has proven that appeasement is akin to surrender.

We have had a nuclear arsenal in Minot for more than a generation. It is part of our reality. If there is going to be a nuclear arsenal in America, we are no more or less safe in Minot, North Dakota, if the arsenal is in our back yard, in Arkansas, in Louisiana, or Wyoming.

The overwhelming majority of people in the Minot area would, in my opinion, readily welcome any form of economic infusion into their community. We are realistic and we are patriotic. If the Rail Garrison Project is to be built, why not, Minot?

Jim Maxson
Jim Maxson
State Senator

JOHN MELCHER
MONTANA

United States Senate

August 19, 1988

Lt. Col. Peter Walsh
AFRCB-BMSI DEV
Norton AFB, California 92409-6448

Dear Colonel Walsh:

I am enclosing a letter I received from one of my constituents, Ray Jergeson of Great Falls, Montana, regarding the public hearings that were held in Great Falls on the M1 rail garrison.

This letter is being sent to you so that you can be made aware of his concerns regarding the way in which the hearing was conducted.

Thanks for your assistance.

Sincerely,

Enclosure

John Melcher

921 4 Ave S.
Great Falls, MT 59405
August 15, 1988

Senator John Melcher
United States Senate
Washington, D.C. 20510

Dear Senator Melcher,

I feel obligated to protest both the process for and the content of the Air Force Environmental Impact Statement regarding M1/rail garrison.

On August 11, the Air Force met again grabbed the first 70 minutes of the allotted time to present its polished, scripted and rehearsed view, then devoted individual citizens to 3 minutes each. The meeting was closed promptly at 10 even though 6 people still wanted to testify. We were told we could submit comments and questions in writing. I feel that this process allows the AF to bury or ignore more than 30 legitimate concerns.

Conclusion: the process itself and other trivial content obscures the real issues. Both M1 and Midgetman are redundant, destabilizing and insanely expensive. Please stop both projects.

Ray Jergeson
Ray Jergeson

#53925

DOCUMENT 356
August 21, 1988

Lieutenant Colonel Peter Walsh
AFRCCE - BMS/DEV
Norton Air Force Base
California 92409-6448

Dear Lieutenant Colonel Walsh:

1 I think the idea of rail garrison basing of
the MX missile is outrageous. Sending it on
regular train tracks through highly populated
areas of the Western states puts too many
people at risk & conceivably leaves it more
2 open to terrorist attack than having it in a
more limited area.

Also, this project has not been adequately
publicized. I myself heard about it one
week ago by word of mouth & am aware of its
3 effect to inform the general public (or any
concerned groups who might be opposed)
to this plan of the opportunity to submit
comments before a decision is made. This
way of handling the issue is irresponsible.

Please be aware that opposition to your
plan is likely to be much more widespread
than what you have been open to receiving
in this limited time period for comments on
the issue.

Thank you,
L. A. Kishko
2500 34th St.
Oakland, CA 94612

DOCUMENT 357

Lieutenant Colonel Peter Walsh
AFRCCE BMS/DEV
Norton Air Force Base
California 92409-6448

Dear Lieutenant Colonel Walsh:

I don't want my or my child's or anyone else's
health and life jeopardized by having murderous
weapons drive around the country on trains.
It doesn't make me feel any safer from the
Russians, and I know there are more
important ways to spend money.

Laura G.
Laura Unger
1405 Berkley Way
Berkeley, CA 94702

DOCUMENT 358

RLG-22
02/26/88
Revision 2

LOCATION Abilene, Texas DATE July 25, 1988

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICBM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you
an opportunity to assist us in identifying pertinent issues for analysis within the
environmental impact statement. Our goal is a thorough environmental document that
will be made available to public officials and citizens before a final decision on basing
and deployment is made. Please use this sheet to bring to our attention potential
environmental issues that you feel should be analyzed in the environmental impact
statement.

Dear Sirs,

1 We appreciate your sharing of information about the
Rail-Garrison basing of MX missiles. I am very much
concerned about several issues related to this basing. Now,
I understand the rationale behind the MX missile, whether I
agree with it or not. But I am most concerned with the
transporting of nuclear weapons near population centers,
especially in a manner designed to confuse other
nations' intelligence agencies, military, etc. Add to that the
fact that trains have been known to derail, and I feel
that it would be just a matter of time before an accident
would occur. I grew up in Brownwood, TX (90 miles from there)
and currently reside in Lubbock, TX, so I'm concerned with
the dangers that would be present in areas beloved to
me.

2 Another issue that I am annoyed about is the
secretive manner of placing these missiles at a time
which would kill the progress of recent nuclear reductions.
Can we afford not to comply with that progress? I hope
that this program can be altered or better yet, dropped. Thanks
for considering my viewpoints. Richmond E. Kishko.

Richmond E. Kishko, Jr. 2500 34th St. Lubbock, TX 79413

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRCCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 91409

DOCUMENT 359

LOCATION Medical Lake High School

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to
summarize for you the environmental consequences we have determined may occur if the
Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to
our attention matters we may have inadvertently overlooked. Our goal is a thorough
environmental analysis that will be available to public officials and citizens before a
final decision on the program is made. Please use this sheet to bring to our attention
environmental issues that you feel have not been adequately analyzed in the Draft
Environmental Impact Statement.

Dear Sirs, Walsh,

1 After attending your session at Medical Lake HS
I must say you presented yourself very well. However, I was not
satisfied with the Rail Garrison Program in what appears to be
a couple of places.

First, the last 6 years I have protested the building &
testing of all nuclear weapons and have spent time in jail because
of it. I did not something I am proud of but something I felt I had
to do and would probably be happy to give the opportunity to
I suspect you opinion that must say NO to the PRGP
in general & how little respect people too much to have a chance of
building such an evil situation and the chance of us not on the
living creature.

On even as Mr. P. Kishko is on national security
that could be avoided but nuclear war can be avoided yet not
with using nuclear weapons for it seems if they were even used they would
destroy all they were created to protect. So please keep weapons & the world
the it that will I think you for your time.

Re Michael S. Blackburn 11442 Jefferson Square NW 99205

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 91409

DOCUMENT 360

August 21/1988

Lieutenant Colonel Peter Walsh
AFRCF - BMS/DEV
Norton Air Force Base
California, 92409-6448

Dear Lieutenant Colonel Walsh:

I am shocked & outraged that the availability of the DEIS on the Rail Garrison Basing Program was not well advertised.

I want to firmly state that I feel the implementation of this plan would be an absolute disaster. It is absolutely in line to put nuclear warheads on trains passing through or near major cities. Or on trains with passengers of any kind.

Julia Bazar
136 37th St #4
Berkeley, CA 94703
30

Sincerely,
Julia Bazar

DOCUMENT 361

Robert L. Schust

2080 South Muron Shore
Greenbush, Michigan 48738

August 20, 1988

Lt. Colonel Peter Walsh
AFRCF-BMS/DEV
Norton AFB, CA 92409-6448

Subject: Peacekeeper Rail Garrison Program for Wurtsmith AFB.

Dear Colonel Walsh,

I am sorry that I was unable to attend your public Meeting a few weeks ago at the Oscoda High School on the possibility of placing the subject program installed at Wurtsmith Air Force Base, Oscoda, Michigan, but I had previous commitments.

Had attended the previous meeting that you held on the subject matter and after reading the newspaper on the results of the last meeting, I feel that the same protesters were in attendance were there as they were at the first meeting.

Their main point is we want peace. I agree with them 1000% but the way to maintain peace is to be strong. We all want peace.... We all wish that we didn't have to have an Air Force, Navy, Army and Marines, but we know that if we did not have a strong defense that we would be taken over by other countries.

I am behind the assignment of the Rail Garrison Program to the Wurtsmith Air Force Base, Oscoda, Michigan. The Community and Michigan need this program at Wurtsmith. We feel the the Wurtsmith location is a perfect location for the Rail Garrison.

Thanks for giving my letter consideration in making your decision.

Respectfully,

Robert L. Schust

CC: Colonel Al Sauter, 378th Wing Commander
Wurtsmith Air Force Military Affairs Committee

DOCUMENT 362

119 N. 4th St.
Bismarck, ND
1-701-225-9118
Ted Kneppel, RJ, AGS
Bruce Peterson CG, AGS



19 S. Main
Bismarck, N.D.
1-701-636-3623
Bruce Peterson, CG, AGS

August 20, 1988

Lt. Col. Peter Walsh
AFRCF-BMS/DEV
Norton Air Force Base, California 92409-6448

Dear Lt. Col. Walsh:

With regards to the Public Hearing on 11 August 1988. My business was open that evening, and consequently I was unable to attend the meeting in a show of support for the Rail Garrison Project.

As an active member of the Military Affairs Committee of the Minot Chamber of Commerce and a local businessman, I would like to extend to you my support for locating the Rail Garrison Project at Minot Air Force Base. The Rail Garrison helps continue the theme of deterrence through sophisticated systems and power.

The vast majority of Minot, North Dakota area citizens, I feel are also in favor of this project; and as the Minot Air Force Base plays a very important role in the economy and community of Minot, we wish that role to continue in the years ahead and we shall continue to support the Air Force as a whole and the Minot Air Force Base in particular.

Sincerely,

Bruce Peterson, Certified Gemologist

DOCUMENT 363

LOCATION Jacksonville, AR

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I was not able to attend the meeting since I was out of town on business.

I do, however, wish to state my support of placing the Peacekeeper at the Little Rock Air Force Base in the event that the program is funded. Jacksonville, the surrounding city, has all of the prerequisites for location of the program at the base and it is my understanding that, over the long-term, use of LRAFB would be the most economic compared to use of the other location being studied. Since I feel very strongly that any funds spent by our government should be spent efficiently, I urge the location of the Peacekeeper program in central Arkansas.

Name Dennis Wilson 303 West Main Jacksonville AR 72076
Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCF-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 364

David F. Carroll
S. 3615 Eastgate Ct.
Spokane, WA 99203

22 August 1988

Lt Col Peter Walsh
AFPC-BMS/DEV
Morton Air Force Base
San Bernardino, California 92409

Dear Col Walsh:

This is to expand upon and in some cases modify my verbal comments made at Medical Lake, WA on 4 August 1988. Firstly, I want to strongly protest the time limitation of three minutes for verbal comments, and secondly I think the location of the meeting, Medical Lake, reflected the intention of the USAF to limit the number of attendees. My forefathers came over here in the 1600's; a Carroll signed the Declaration of Independence; a relative served as a general officer in the Civil War; and another served during the Vietnam War as a three star general;...EACH ONE OF THEM I'M SURE SERVED TO PRESERVE AND EXPAND DEMOCRACY. The dictatorial time limitation and handling of the citizens at the hearing at Medical Lake was the antithesis of what they lived, fought, and died for, and don't you forget it.

DOCUMENT 364

The Peacekeeper (an oxymoron if I ever heard one) Rail Garrison Program was about as well thought out as the SBA dollar, i.e., a new problem used to solve an old problem. The whole object of the game is to enhance SECURITY. Spend the same amount of money and effort on satellites and launch vehicles as that projected for the Rail Garrison Program and it will result in enhanced security. Someone is being railroaded!

Under Section 5-1, it is stated that "there is a very slight potential for mishaps". Rail accidents are very common in this area; we read many times a year about accidents resulting in derailments. Many times drug or alcohol abuse is the cause of rail accidents. In fact, this month several rail employees were picked up without warning and given tests for substance abuse. The railroad company is so alarmed about the results they say they will not release the results; that remains to be seen however. The potential for rail accidents will certainly increase during times of "national need" because of increased auto traffic and general nervousness. This can be addressed and not just dismissed as "no information available".

I made comments regarding Tetra Tech, Inc. and their personnel. Those comments I believe were inappropriate, and I retract them here and will make no further comment on the appropriateness of your contractor selection.

In Sections 5-1 and 5-41 it is stated that radioactive material dispersal is so unlikely that it is considered a negligible risk and that plutonium "dust" on clothing or even

DOCUMENT 364

skin results in contamination and does not result in biological harm. That is not correct. It should read "will most likely result in plutonium being inhaled and injected". It's similar to being without clothing and covered with rattlesnakes. You are indeed contaminated with rattlesnakes, and it will most likely result in biological harm. A human's lifetime body burden for plutonium (defined as that amount of plutonium causing no DETECTABLE biological harm) is about one microgram and can be represented by an amount of material which can cover a small pencil dot. Plutonium is a carcinogenic bone seeking element and a highly toxic chemical poison. "Cleaner, by recognized means" glosses over a serious problem. A quantity such as might be is a special weapon could ruin an entire city such as Spokane. The "plutonium dust" referred to in the draft EIS is most likely plutonium dioxide. I've seen a few milligrams contaminate whole laboratories under controlled atmospheric conditions. Can you imagine a plutonium fire outside in populated areas? The draft EIS is seriously lacking in details regarding how an accident involving a plutonium warhead fire could be handled. What about training of local police, fire, and other emergency teams? Should citizens in the area have monitors in their homes? How will citizens be told to evacuate, and where

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should they go?

We have uranium mines and thorium deposits in this area. Both of these elements emit alpha particles like plutonium does. As I recall, portable detectors such as used by radiation monitoring personnel cannot tell the difference among these radionuclides. A detector goes off scale on or near a train, before or after an accident. Is it plutonium? This problem should be looked at by nuclear material monitoring personnel. Are you going to do a survey of the rail routes for naturally occurring alpha emitters?

Section 4.6-29 states that the construction of the rail garrison at Fairchild AFB will result in significant impacts on wildlife including threatened and endangered species. THE RAIL GARRISON SYSTEM PLACES US ALL ON THE ENDANGERED SPECIES LIST! We are indeed wild life; even the atom has not yet tamed us.

Peace to you,

David Carroll
DAVID F. CARROLL
CITIZEN

CC: Jay McCain, Norton AFB

FRANCISCAN PRIARS PROVINCE OF SAINT BARBARA

August 23, 1988

Director of Environmental Planning
AFRCE - BMS/DEV
Norton Airforce Base
San Bernardino, CA 92409-6448

To whom it may concern:

It has come to our attention that the Airforce is planning to base the M-X missile system in the Spokane, WA area. We are members of the St. Barbara Province of Franciscans, and have a 200 year history in the Western United States. We currently administer two parishes in Spokane, and have the pastoral responsibility for the people of that area.

There are many grounds upon which to condemn the M-X missile system. However, for purposes of this letter, it is our intention to focus on two crucial issues which your previous environmental impact study completely ignored.

The M-X missile system is a "first strike" weapon. The Fiscal Year 1980 Arms Control Impact Statement (op cit, pp. 24-25) clearly states:

...if the M-X were deployed in substantial number, the U.S. would have acquired, through both the Minuteman and M-X programs, an apparent capability to destroy most of the Soviet silo-based ICBM force in a first-strike.

The M-X is specifically aimed at military targets in the Soviet Union; therefore it is not a weapon of deterrence. Its purpose is to destroy military targets before they can retaliate. Every statement of the Catholic Church since Hiroshima, for example the statements of Vatican Council II and the U. S. Bishops' Peace Pastoral, have insisted that it is immoral to initiate the use of nuclear weapons. In 1983, the U.S. Catholic Bishops wrote in their pastoral ("The Challenge of Peace: God's Promise and Our Response"):

We do not perceive any situation in which the deliberate initiation of nuclear warfare on however restricted a scale can be morally justified.

1500 Chicago - through AFRCE
Oakland, CA 94601

Provincial Minister, (408) 536-3222
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Therefore, as followers of St. Francis, the patron of peace, and as those responsible for the spiritual and physical well-being of the people in the Spokane area, we cannot tolerate the M-X missile system and insist against its deployment anywhere, and specifically in the Spokane area. In the spirit of the INF Treaty, let us continue to dismantle these weapons of destruction, and turn our economy toward the production of life-giving resources.

Sincerely yours for a peaceful world,

Joe Chinnici, OFM
Provincial Minister

Louis Vitale, OFM
Member of Social Concerns Committee

cc Archbishop Raymond Hunthausen
Bishop Lawrence Welch
Richard Juzix, OFM

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Clearly, a first strike weapon is immoral in its use, and as well in its possession, because possession implies intention to use.

Since the M-X missile is a first strike weapon, our possession of it causes the Soviet Union to live under the fear of its use. Should the Soviets suspect, either because of international conditions or because of misinformation (computer error, etc.), that the United States might be prepared to launch a first strike attack, they would be compelled to initiate a nuclear assault. This would greatly endanger the Spokane area because with deployment of the M-X, it would become a first strike target. This danger has been clearly demonstrated even in statements from the President's arms control impact statement:

...under crisis conditions, Soviet leaders, concerned that war was imminent, and fearing for the survival of the ICBMs if the United States struck first, nonetheless might perceive pressures to strike first themselves. Such a situation, of course, would be unstable. (Fiscal Year 1979 Arms Control Impact Statements (June 1978), p. 21)

Even the knowledge that this perilous situation exists would create a severe psychological impact on the citizens of the Spokane area and particularly on the children, who know they live under the imminent threat of nuclear destruction.

The Bishops' pastoral, pointing to a "strictly conditioned moral acceptance of nuclear deterrence", further condemns first strike weapons such as the M-X:

...we oppose some specific proposals in respect to our present deterrence posture: The addition of weapons which are likely to be vulnerable to attack, yet also possess a "prompt hard-target kill" capability that threatens to make the other side's retaliatory forces vulnerable. Such weapons may seem to be useful primarily in a first strike; we resist such weapons for this reason...("The Challenge of Peace: God's Promise and Our Response")

DOCUMENT 366

PHYSICIANS FOR SOCIAL RESPONSIBILITY

The U.S. Affiliate of International
Physicians for the Prevention of Nuclear War
Recipient of the 1989 NOBEL PEACE PRIZE

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August 12, 1988

Director, Environmental Planning Division
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

Dear Director:

Physicians for Social Responsibility hereby submits comments and questions on the Air Force Draft Environmental Impact Statement on the MC Rail Garrison Program. We request that this letter be included and printed in the Final Environmental Impact Statement with specific and complete responses, and that a copy of the FEIS be sent to us.

Physicians For Social Responsibility is one of the nation's largest organized medical societies, with over 60,000 members and supporters nationwide, representing all major fields of medicine. In the early 1960's, PSR was instrumental in warning the public about the dangers of atmospheric nuclear testing, demonstrating the concentration of radioactive strontium-90 in the deciduous teeth of American children. PSR testimony in Congress about these health hazards helped raise public consciousness and led to the signing of the Limited Test Ban Treaty, which prohibits atmospheric nuclear testing. Since then, PSR has continued its efforts to educate medical doctors and the public about the world's number one public health threat -- nuclear war.

Nuclear weapons wreak their destructive power even when they are not detonated. PSR is educating the public to the broader social, economic, political, and health consequences of the nuclear arms race. All of these consequences must be addressed through the Environmental Impact Statement (EIS) process on the MX Missile rail garrison mode.

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The National Environmental Policy Act requires the Air Force to conduct a thorough evaluation of the potential impacts this major project would have, and to allow full public participation in that process. We find the draft EIS fails to meet this standard -- it is woefully inadequate for the purpose of informing a congressional decision about whether to proceed with the program, and it fails to meet the standards of the law.

The Air Force has provided insufficient opportunity for the public in the affected areas to give input into the EIS through the scoping process. Hearings were held only adjacent to the bases being considered for garrison construction, despite the fact that this missile system will be mobile and traversing many other states and regions during normal operation and in times of national emergency. The question of how the public elicited input from the public in, at minimum, all states indicated as "potential routes for initial peacekeeper rail garrison deployment, maintenance, and training" [DEIS figure 4.1.2-1] and states adjacent to these routes. State and local officials in these areas were not given the opportunity for a proposal or of the EIS process and were not provided with copies of the DEIS; in most of these areas public hearings were not held.

Insufficient time was provided at those public hearings which were held for input from citizens in the affected areas. In areas where there was large turnout, additional hearings should have been scheduled to allow all citizens time to give their input.

Also, at the Little Rock, Arkansas hearing and elsewhere, the Air Force representative spoke for two hours leaving only 1 hour for questions and comments from the public audience. Furthermore, participants in Little Rock had to walk through a gauntlet of civilian police officers with dogs to enter the hearing. Citizens opposed to the MX rail-garrison basing mode had a choice of leaving signs outside the hearing or facing arrest.

The Air Force incorrectly instructed participants in the hearings that "wartime effects" and "psychological impact" of rail garrison deployment were "beyond the scope" of the hearings. This is a disingenuous attempt to limit the scope of proposed system's "use as designed", and the system is "designed" to make MX missiles more survivable against nuclear attack. The "psychological impact" of the deployment of missile deployment areas and transportation through populated areas is a factor to determine whether the system functions at all. If these are deemed "psychological impacts" they are nevertheless real and important.

Discussion of Alternatives

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6 The DEIS fails to meet the standard of adequacy in its discussion of alternatives. Analysis of the NO ACTION ALTERNATIVE is limited to a statement that "candidate Air Force installations would continue to support existing and other proposed missions." (DEIS 1.6) This analysis is clearly insufficient. A full analysis of economic impacts (e.g. cost savings) might well find a NO ACTION ALTERNATIVE superior to the proposed action.

7 The Nationwide Economic Impacts of the NO ACTION ALTERNATIVE have not been properly considered [DEIS 4.1.1]. The job creation potential of the NO ACTION would also create a certain number of jobs, but this is not acknowledged or discussed in the DEIS. How many jobs would be created if \$10-15 billion was spent on other public works projects, commercial freight or passenger rail systems, or education instead of rail-garrison?

8 The Reagan administration was known to have had at least four MX basing modes under active consideration prior to selecting the rail garrison option in December 1986. Why haven't any of those alternatives been included in the DEIS?

9 Why doesn't the DEIS discuss the reasons that the rail garrison system was rejected in previous years, and whether those reasons still include significant environmental impacts?

10 The PROPOSED ACTION fails to specify whether 50 MX missiles would
11 be the ones currently deployed in silos at F.E. Warren Air Force
12 Base, or whether 50 additional missiles could be deployed on
titan II's. If additional missiles are involved, what is the cost of
procuring them and why are these costs not included in the table
listing Rail Garrison Expenditures? [DREIS 4.1-2.] If missiles are
to be taken from Missouri, why are the impacts and costs of this
action not discussed?

13 The Proposed MX Missile rail garrison basing mode will bring nuclear weapons into direct contact with the general public more than any other nuclear weapon system ever deployed in the United States. The cooperation of thousands of citizens over hundreds-of-thousands of square miles of populated U.S. territory will be required for the proposed rail-based missile system to operate and function as planned. The DEIS fails to answer many important questions about how this system will function, and the impacts of its deployment.

14/ How will the operation of this system interface with public and
private use of rail lines, rights of way, and rail crossings
during practice runs or during times of crisis? What will be the
15/ cost to public and private rail users of these interruptions in
service?

The DBIS contradicts itself about the normality of MX train

16 indeed be granted special right-of-way privileges or other extraordinary powers, and will these powers increase the possibility of collision and other accidents?

17 How will the populations living near garrisons and rail lines used by these MX trains be able to distinguish between practice runs and an actual crisis release of MX Missile trains for use in nuclear war?

18 The DEIS states that trains will have "appropriately armed"
19 security personnel [DEIS 1.3.2]. What dangers might this pose to
20 civilians living or traveling near the tracks who might be
21 misidentified as a threat to the train? Will the security
personnel on training trains be authorized to use force (or make
arrests) if protestors are encountered? If not, can police
officers be used to clear the tracks? How will they be
compensated? Out of Air Force funds? Or from the local law
enforcement budgets? Has this expenditure been calculated into
the MX rail-garrison basing mode budget? Will the trains be
authorized to run over individuals intentionally blocking their

22 Will the real or perceived mobilization of MX trains trigger apprehension of a crisis on a local, national, or indeed global scale? How will the Air Force mitigate the effects of public fear about impending attack?

23 | How will such civil unrest interfere with the operation-as-designed of the MX rail system?

24 Even if MX trains are able to leave their garrisons undetected, and are constructed to look like civilian rail traffic, how can the civilian dispatchers responsible for clearing the rail lines be relied upon to cooperate with Air Force plans?

25 Will the dispatchers be told what they are clearing the tracks for, and how can they be counted on to give the MX trains priority over civilian rail traffic? In times of crisis, will martial law be imposed to assure dispatcher cooperation?

26 | How can civilians be relied upon not to tell the Soviets the location of the missile trains within their jurisdiction?

According to the DEIS, "civilian personnel who are assigned to nuclear weapons duties..." must meet certain "requirements" which include "security clearance, random drug testing, and medical and psychological screening." [5-1.2] Will these measures be imposed on the civilian personnel of the DEIS who are not involved in the movements of the train? In a time of "national need" or international crisis that triggers or threatens to trigger deployment of the MX trains, what measures would be taken to compel civilian personnel to conform to the same standards as they are with the "military"? If personnel do not respond, what

- 28 | steps will the Air Force take to keep the system running? What will be the cost of such steps?

Economic Effects

The DEIS cites some favorable economic impacts of garrison and base construction in the proposed deployment areas, without stating clearly the assumptions used to calculate the promised economic benefits.

- 29 | Table 4.1.1-1 includes statistics representing the Air Force's claims for the national impact on employment of rail garrison expenditures. The employment projections amount to a claim of over 52,000 jobs (man-years) per billion dollars spent. Such a claim is completely outside the range of all reputable studies on this kind of spending (too high by at least 50-100%). What indicators and assumptions were used to generate these employment figures?

- 30 | The DEIS forecasts that jobs created by the program would go "from nearly 40,000 in FY 1989 to nearly 145,000 in FY 1991, and then decline sharply to 13,000 by FY 1993 and just under 12,000 in FY 1994 and beyond." [DEIS 4.1-1] This indicates that the rail garrison program would have an extreme "boom/bust" effect on the economy. While (as noted above) the employment figures are highly suspect, this basic boom/bust pattern is likely to be correct. Will such short term jobs really have any net positive effect on local communities, or the nation as a whole? How long would these jobs last? Will the Air Force lay off hundreds of workers after initial construction tasks have been completed?

- 31 | Will the new jobs created by garrison construction employ those who are currently unemployed? Will the jobs be filled by local citizens, or by specialists from outside of the region?

- 32 | After construction of the garrisons, will there be any long-term economic benefits derived from the project? If so, what are these benefits? How long will they exist after the garrisons are completed?

- 33 | Will the workers, whether local or from outside the region, be allowed to use the Air Force's "PX" and other facilities? If they are, how will this new economic activity impact already existing local economies?

- 34 | How much track renovation and new track construction will be required to implement the rail garrison system? How will track renovations and track use costs be shared by the Air Force with public and private rail interests?

- 35 | If the Air Force plans to build more than one rail line out of each garrison, what additional rights-of-way will need to be purchased for the required track? How does the Air Force plan to

- 36 | reimburse residents or owners who might be displaced from, or lose the use of, their property due to this construction?

Safety

The DEIS leaves questions about the impact on public safety of this system that could travel over at least 150,000 miles of track in the continental United States. The potential for catastrophic accident or deliberate sabotage is significant with such a system. The final EIS must address all potential safety issues for this system, and must evaluate fully worst-case scenarios and the option of not building the system at all:

- 37 | What steps will be taken to protect MX Missile trains carrying dangerous cargo from the mishaps that befall ordinary civilian rail cargoes as in the July 23, 1977, accident in Pueblo, Colorado? In this accident Railroad personnel were exposed to radioactive materials when the containers holding the toxic cargo rolled out of an open train car at the station and punctured. What will be the costs of such steps, and how will the Air Force determine whether or not these steps are sufficient to protect the public from accidents involving explosions and non-explosive release of radioactive material?

- 38 | How will public cooperation be mobilized to respond to an accident or malfunction of the rail garrison system? Will martial law be imposed to enforce citizen cooperation with its operation during a time of crisis?

- 39 | In the event of a derailment caused by either a collision with another train, or by sabotage, can radioactive isotopes escape from the missile warheads, either as the result of the collision impact or fire?

- 40 | What provisions will be made to protect the public and the environment from an accident resulting in an explosion and/or the release of radioactivity into the environment? What is the cost of such protective steps?

- 41 | Will local personnel near the rail lines used by the MX Missile trains be equipped to deal with hazardous waste containment and removal? At the accident site in Pueblo, Colorado, they were not. What is the cost of such preparations?

- 42 | Will each community along the proposed MX train deployment arteries have its own evacuation plan? Who is responsible for writing and giving final approval to such plans, and for coordinating the plans and responses of several different communities along the same rail line?

- 43 | What provisions will be made to secure the civilian rail bed from sabotage by terrorists or others seeking to derail civilian rail traffic? What is the cost of such preparations?

- 44 | How will MX components with dangerous explosive or radioactive materials be transported to their garrisons for final assembly? How can the Air Force assure the public that MX Missiles and their components will be shipped safely to their basing location?

- 45 | How will the Air Force insure against accidents at assembly areas like the recent Morton Thiokol plant accident in Utah?

- 46 | What effect would an accident involving one missile have on other nearby missiles in their garrisons? (Since there would be no silos to contain blast effect, one explosion could set off a chain reaction of explosions.)

Technical Merits

The final EIS study must address the impact of actual use of this system as designed and its likely result -- global nuclear war. It is clear that the environmental impact of nuclear detonations near these systems would have a devastating effect on surrounding populations and eco-systems. But with regard to the MX Missile rail garrison basing mode in particular, the ability of the system itself to function in a nuclear environment must be addressed. The technical merits of the performance of a rail-based nuclear missile under these circumstances must be assessed by the EIS:

- 47 | Would the MX Missile trains be hardened against Electro-Magnetic Pulse (EMP)? If so, how much would the hardening cost? If not, how will the Air Force insure that the communications system necessary to authorize and target a missile launch will operate in the event of an atomic explosion high above the U.S?

- 48 | Is the civilian rail bed that this system would incorporate strong enough to withstand the firing of missiles from trains at any point in the system? If not, what would it cost to upgrade civilian rail lines to allow missile launches from any location?

Only a complete, detailed response to these and all other questions of the impacts and costs of the proposed MX missile rail garrison system in this EIS will constitute full compliance with the National Environmental Policy Act (NEPA) of 1969. The Air Force, like any agency of the federal government, must conduct such an inquiry and include in its recommendations

- (i) the environmental impact of the proposed action,
- (ii) any adverse environmental effects which cannot be avoided should the proposal be implemented,
- (iii) alternatives to the proposed action,
- (iv) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and
- (v) any irreversible and irretrievable commitments of resources, which would be involved in the proposed

action should it be implemented.

(NEPA, sec. 102 (C))

NEPA also specifically requires that the Air Force "study, develop and describe appropriate alternatives to recommended courses of action" (sec. 102 (D)).

- 49 | In other words, the preparation of a full and compliant Environmental Impact Statement by the Air Force should provide important information to the Congress and the President as a part of their decision about whether to proceed with this system. The EIS must fully examine the "no action" option, and evaluate worst-case scenarios. The EIS must not be produced as an ex post facto justification for the Air Force's preferred alternative.

Sincerely,

Christine Casel
Christine Casel, MD
President

LOCATION Grand Forks, North DakotaCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am chairperson of the GRAND FORKS CHAMBER OF COMMERCE-MILITARY AFFAIRS COMMITTEE and President of the Grand Forks, ND chapter of the AIR FORCE ASSOCIATION. On behalf of both groups I wish to say that we are in strong support of locating Peacekeeper Rail Garrison in Grand Forks. Not only are we one of the least expensive locations to choose, but we have rail lines leaving in every direction.

I also believe that we can accommodate the additional people required to operate it. We have wonderful schools and a University.

I think locating Peacekeeper Rail Garrison in Grand Forks, ND is a good situation for both civilian and military sides.

Delonne Borge 1111 19th Avenue South Grand Forks, ND 58201
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
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San Bernardino, California 92409

LOCATION JACKSONVILLE, ARKANSASCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I have attended several of these hearings. I believe you have adequately covered the environmental consequences to our area. I believe you have been very honest and straight-forward with our citizens. The Little Rock Air Force Base is a very important part of our community and I know our great relationship will continue in the future years.

I would like this to be a statement of my support, as well as many clubs and organizations that I am a member of, Jacksonville Chamber of Commerce, Jacksonville Jaycees, Jacksonville Junior Auxiliary, Daughters of the American Revolution and several others. I have spoken with many people in each of those organizations, and I have not encountered anyone that is against the Peacekeeper Missile locating at the LRAFB.

LISA J. BAMBURG 618 CHAUCEY COURT JACKSONVILLE, ARKANSAS 72076
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 22, 1988
Kinship of David my

Dear Col. Walsh,

I think you should keep missiles in the desert or mountain away from population centers.

I would hate to see a missile base in Okla, OKLA. near my old home town of Tabor. No missile in the N.D. west as far as I'm concerned. My wife Jeanne feels the same way.

The Porters who testified at the hearing at Wichita, KS said victims of nuclear war cannot be tested. That should give pause for thought. We want no missile in Okla.

President Reagan said "a nuclear war can make us won and must never be fought." I agree.

Sincerely,
Greg & Jeanne Porters
John Porters

8/26/88

LOCATION Cheyenne, WY.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1) The DEIS does not adequately address the questions I raised at the Scoping hearings. The FEIS must do this.

2) The DEIS does not adequately address the environmental impact of the No action alternative, esp. the economic impact of not spending \$10-15 billion in the Rail garrison MX program.

3) There has been no hearing held in Colorado where I feel MX trains and supply trains will travel.

4) The DEIS does not address many possible deployment options.

Alvin S. Aldrich MD, 3 Hermina Dr., Livermore, CO 80538
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

8/26/88

LOCATION Cheyenne, Wyo.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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5) The DEIS does not adequately assess the human factor in risk quantitatively and add that to a qualitative assessment of the technologic error risk.

6) It appears that the Rail Garrison MX program is being planned to be deployed before it has actually been tested. This is an expensive and unrealistic process to first build a system and later test it. We have enough military hardware produced this way that do not work as promised already.

Alvin S. Aldrich MD 3 Harrison Dr, Livingston, CO
Name Street Address City State 80538

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-8MS/DEV
Norton Air Force Base
San Bernardino, California 92409

8/26/88

LOCATION Cheyenne, Wyo.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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7) The DEIS does not adequately discuss how the Rail Garrison MX would function in cold winters of 10° below zero.

8) The DEIS does not define who or what is the National Command Authority, is it some anonymous person in the White House, is it the President, or is it congress which has the right to declare war according to the constitution?

9) The DEIS does not define wartime use, is this only after congress has declared war, or is it when missiles are deployed, or is it when missiles are fired from either side?

Alvin S. Aldrich MD 3 Harrison Dr, Livingston, CO
Name Street Address City State 80538

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-8MS/DEV
Norton Air Force Base
San Bernardino, California 92409

WARD COUNTY COURT

Minot, North Dakota 58708-5005

GARY A. HOLM
County JudgeJANET LARSON
Chief of Court, Court
10/21/88

August 25, 1988

Lt. Col Peter Walsh
AFRC-8MS/DEV
Norton, AFB, CA 92409-6448

Re: Draft Environmental Impact Statement for Minot Air Force Base

Dear Lt. Colonel Walsh:

I am a resident and an elected official for Ward County North Dakota. I have reviewed the Draft Environmental Impact Statement regarding Minot Air Force Base and I concur with the findings therein.

I was available as an elected official and had requested an opportunity to speak at the hearing here in Minot on August 11, 1988. A change in the rules at that hearing precluded a number of elected officials from speaking, myself included. There is a certain amount of unfairness in this as those people who follow from meeting to meeting protesting the Rail Garrison System seem to have an audience wherever they go. People who live here and work with the Minot Air Force Base do not have that same opportunity.

1 The socioeconomic impact of the Rail Garrison upon Minot and the surrounding area will be minimal, if any. The socioeconomic impact will be a benefit rather than a detriment to this area.

I support Rail Garrison at Minot Air Force Base. Shortly after the hearing on The Rail Garrison, in fact within three days on August 14, 1988, Northern Neighbor's Day was in operation at the Minot Air Force Base and was attended by nearly 45,000 people. We appreciate Minot Air Force Base. They are part of this community. They are not a separate entity as we look at it. What is good for them is good for us.

I appreciate the opportunity of being able to respond by mail. I am enclosing with my letter letters of some other interested people from this community.

Yours Very Truly,

Gary A. Holm
Ward County Judge

GAN/so

JOHN D. STEWART
RD 6 BOX 213A - MINOT NORTH DAKOTA 58701

August 18, 1988

Lt. Colonel Peter Walsh
AFRC-8MS/DEV
Norton AFB Ca.
92409-6448

Sir:

Please add my name to the list of area residents who enthusiastically support the Rail Garrison project for the Minot AFB. Having grown up in the area, I am very much aware of the positive effect the military has had on our way of life. The Minot area people have been in the area for 20+ years and not one problem has ever surfaced. We welcome the opportunity to work with the Air Force on this most proper.

Sincerely yours,
John D. Stewart

BOARD OF PARK COMMISSIONERS

HARRIET EPSTEIN
LLOYD HUESERS
DOUGLAS LOCKHEM
ROBERT PETRY
WESLEY PLUMMER

MINOT PARK DISTRICT

Box 598

Minot, North Dakota

58702

August 8, 1988

PEACEKEEPER RAIL GARRISON PROGRAM

The Minot Park District is aware of the projected impact of personnel to the Minot area for the Peacekeeper Missile project.

The Park Board operates 570 acres of park land that includes an 18 hole grass green golf course, 2 swimming pools, 2 major parks, a great sod and 15 neighborhood parks. The Board feels that they provide a great opportunity in the City of Minot for people to recreate and enjoy the outdoors. They feel that with the number of acres and individual parks in the area there will be no negative effect on the Park system.

The Minot Park Board would welcome the additional people needed for the deployment and operation of the Peacekeeper Rail Garrison Program.

Robert Petry
Robert Petry, President
Board of Park Commissioners

LOCATION Fairchild AFB, Washington

COMMENT SHEET

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As I understand the missiles mentioned in the D.E.I.S. are weapons of mass destruction and the intended purpose is to exterminate large populations of humans, as to call them "Peacekeepers" is akin to calling nazi death camps "sanctuaries". It doesn't make a lot of sense using words like "sanctuary" for human life. So I noticed (but am not surprised) that no provision seems to be made for notifying the general populace in the event of any mishap that the Air Force does not deem serious enough for evacuation. As I do not trust the Air Force to be impartially concerned for the health & safety of the populace, I suggest that an independent monitor (not the Spokane County Sheriff's Dept.) be duly selected by County government to be a liaison to us all with regard to construction of the rail garrison. Such a liaison would be given on base housing & would be subject to your regulatory control in regard to reporting on progress with the health & safety aspect of the rail garrison program. In this regard, the Air Force would be only responsible to the citizens of the county. Such a liaison would, if approved, be on a rotating basis, so that one person would not be in charge of the rail garrison at Fairchild for more than several weeks at a time. Such a program would greatly assist in the construction of the rail garrison. In Spokane County, you can contact the county commissioning chair, Mr. [Name] at [Phone Number].

Ten Lander, U. 1416 8th (W.S.) Spokane, WA 99204
Name _____ Street Address _____ City _____ State _____

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Henry M. Stoevers
Attorney-at-Law

1101 East 47th Street
Kansas City, Missouri 64110

August 25, 1988

(816) 753-0840

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, California 92409-6448

Re: Draft Environmental Impact Statement
Peacekeeper Rail Garrison Program
Whiteman AFB, Missouri

Dear Mr. Walsh:

My wife, two children and I oppose placement of the Peacekeeper Rail Garrison Program at Whiteman AFB, Missouri for the following reasons:

1. Location of such a weapons system near the greater metropolitan Kansas City area with a population in excess of one million persons is reckless and imprudent. Whether by accident or by design (launch & target of a weapon or subject to attack and at ground zero), such centers should never be near highly populated areas.

2. Economically, this is a wasteful duplication of other high priced defense systems. We already have mobile systems in operation (the bombers and space-ships, or the submarines and ships). I cannot justify further expenditures along these lines which would duplicate existing systems. Our economy can not handle further waste and duplication by high priced, wasteful weapons systems.

3. The purpose of bringing the other side to the bargaining table is already fulfilled. Progress on weapons negotiations has progressed and continues to develop. It is contradictory and a display of bad faith to negotiate arms reductions while at the same time developing more weapons and delivery systems. Are we not deceiving ourselves and the world?

4. The purpose of deterrence already exists for each side has 25,000 nuclear weapons. Weapon experts have testified under oath that a small number of nuclear weapons (i.e., 100) could inflict irreparable harm to all life on this planet. Again, why this unnecessary duplication?

5. We object to further extension of weapon systems in Missouri. Your proposal would take 280 acres of valuable farm land and subject 310 acres to restrictive covenants. We are already saddled with Whiteman AFB and its complex of 150 nuclear missiles scattered over ten counties.

Page two
Letter to Lt. Col. Peter Walsh
8/25/88

6. Morally, we are offended by any development of weapons. We recognize that your defense of these actions is based on the argument of deterrence. Such systems are already in place and each person abhors the consequence of even a limited nuclear war. However, each weapon represents a willingness and a present intent to take the lives of many innocent persons on this planet. In my mind, this is an intent to commit murder. The development of this delivery system is aiding and abetting the ability to lethally kill other innocent victims. This system is a disservice to the pressing needs of humanity in so many areas.

Thank you for your consideration.

Sincerely,

For the Stoevers

Henry M. Stoevers
Henry M. Stoevers

cc: Senator John Danforth - Mo
Senator Kit Bond - Mo
Representative Ike Skelton - Mo
Representative Alan Wheat - Mo
Vice President George Bush - Republican Presidential candidate
Governor Michael Dukakis - Democratic Presidential candidate

LOCATION Great Falls, MTCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I'm sure if you spend sufficient money on this project, you can minimize the environmental damage which could occur in the construction of this project. That it is not what I am concerned about however; it is the environmental disaster which will occur if this weapon system is used on the Soviets and they in turn use a similar one on us. The results are too horrifying to contemplate--it is madness at its worst. It is obvious that both nations are proceeding on an arms reduction course and that vast changes are taking place in Soviet society and it could be that peace is "just around the corner". Adding another weapons system at this point in time is a giant step backwards. We must remain strong defensively but this project is a huge escalation. Please for God's sake, stop this madness and let us attempt to save our country from financial ruin before it is too late.

Thank you

P.S. I am a 53 year old college educated informed farmer who is very proud of his country--served for two years as a draftee--and am attempting to influence its course down a sane path.

Arlo Skeri Box 296 Chester, MT 59522

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92409			

LOCATION Grand Forks, NDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Dear Sirs:

I endorse the deployment of Peace Keeper Rail Garrison at Grand Forks Air Force Base.

I have had the opportunity on three occasions to observe the presentation on Peace Keeper Rail Garrison. It appears to me the project has been well planned to insure the safety of the community and still provide the Grand Forks Air Force Base and the country with another modern military deterrent. We as a nation have the responsibility to provide our military personnel with whatever equipment possible to allow them to function in an effective capable manner.

Donald F. Larsen

Donald F. Larsen 3020 Belmont Road Grand Forks, ND

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92409			



August 22, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base, CA 92409-6448

RE: MX Rail Based Garrison

Dear Sir:

This is to advise you that we agree with the Environmental Impact Study made concerning the MX Rail Based Garrison.

Minot and the surrounding communities believe in a strong nuclear deterrent.

With the economic impact to the area with its location at Minot Air Force Base, we in Northwestern North Dakota will realize both objectives of nuclear and economic security.

We strongly endorse the placement of this facility at Minot.

Sincerely,
Lowell D. Sweet
Lowell D. Sweet
General Manager

LDS:ctm

LOCATION N. Pl. High School Jacksonville, Ar.COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I am a parent, a business owner, an elected official and one who supports the mission of the USAF. I am strongly in favor of USAF receiving the placement of the MX rail garrison system. I have studied the information available and have no reason to believe that the MX rail garrison is not to be chosen as a mission site for the MX rail garrison.

Emma Knight 1336 John Harlan Dr Jacksonville, Ar. 72076

Emma Knight 1336 John Harlan Dr Jacksonville, Ar. 72076

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92409			

LOCATION Little Rock, Air Force BaseCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 We feel that issues discussed at the public meeting more than covered any concerns we had about the environment. We feel that there will not be any significant impact on the local environment by the construction and/or operation of the Peacekeeper Rail Garrison.

We hope that the Air Force chooses Chickasawville Arkansas for the site for the garrison.

T.R. Bond 1000 School Dr. Wetsonville, AR

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Cheyenne, WYCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1. Do I asked you at the hearing "Who is responsible for informing the residents of J.E. Wynn and M. Cole in case of an accident or in burning missiles?"
2. We talked with the Paramus Civil Defense and the State Emergency Management Agency. The latter said they get matching funds from FEMA. On the state you have matching funds, there is less funding than before. Will the Air Force help?
3. What is the working relationship with the Air Force, FEMA, and State Emergency Management and Paramus County Civil Defense?
4. I was told that there is no working relationship between states. Each state is on its own to work out plans. Why is this?

I am concerned about my children and grandchildren. Hope you are concerned about yours?

Annette Aldrich 3 Harrison Dr. Livermore, Ca 94536

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Whitman - Knob Mountain, MOCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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1 As a citizen of Warrensburg, I stand firm in my opposition to the Air Force. It is not necessary to have a major highway near you. Also, peace is not a danger to our community.

2 I respectfully request a thorough examination of the West of Warburg. Due to excessive aircraft noise of cars due to possible sabotage.

3 About 200 people are living on impact studies of the Air Force. About the Air Force, about 200 people are living on the Air Force's activities of war.

Judy Carter Rt 2 Box 652 Warrensburg MO 64093

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Grand Forks, ND Grand Forks CountyCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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I believe the Peacekeeper Rail Garrison will give us the security we need. We want any potential enemies to know we are able to counter attack with great force. This will discourage any aggressor from making the first move.

We believe the Grand Forks area would be an excellent location for Rail Garrison. My reasons are as follows:

- (1) Not a congested area.
- (2) We have excellent relations with the military in this area.
- (3) We have excellent education facilities including a university.
- (4) Excellent rail facilities.
- (5) We have a large labor force in this area.
- (6) Most of our people understand that we need a good defense system to keep the peace.
- (7) We also recognize Rail Garrison would be an economic boost to the area.

I do not represent any group, but I believe I represent a cross section of the peoples of the Grand Forks area.

James O. Stiles Grand Forks, ND 58201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409



Sedalia Area Chamber of Commerce

113 East Fourth Street • Sedalia, Missouri 65301 • 816-826-2222

August 22, 1988

Director Environmental Planning
AFMPC-BNS/USAF
Horton Air Force Base
San Bernardino, CA 92409-6448

RE: Comments presented to the United States Air Force in Support
of the Deployment of the Peacekeeper Missile Rail Garrison to
Whiteman Air Force Base

Dear Sirs:

On behalf of the business community of the Sedalia area as represented by the Sedalia Area Chamber of Commerce, I am pleased to voice our full support for the deployment of the Peacekeeper Missile to Whiteman Air Force Base.

The Sedalia area has enjoyed a full and impressive relationship with WAFB since its opening as Sedalia Army Air Base. Renamed for a Sedalia airman who lost his life defending Pearl Harbor, the Base has been an important social and economic asset to West Central Missouri. It is our considered collective opinion, after years and years of developing a great respect for the strategic nuclear defense capabilities of our nation, that nearly anything you would want to put here would be fine with us.

That may seem flippant, but it's not. There is a mutual respect established between the Sedalia area and the Base which permits that simplistic statement. The USAF has always done what it said it would in this area, and on balance, is considerate of the existing conditions and our pleasant rural environment. Equally, the people assigned to this base with their families have contributed so much to the composition of our neighborhoods and the social fabric of the whole area. Similarly, the Sedalia area has been honored to support the activities of the Air Force, as it fulfills its role in keeping our national security through WAFB-sited systems.



Peacekeeper
August 22, 1988
Page 2

Relative to the Peacekeeper deployment specifically, we agree the economic impact to the Sedalia area and the entire Whiteman area will be significant. Sedalia construction entities have benefitted greatly over the years, on balance, from both the on-base and Air Force-related off-base construction activity. Because of the expanding construction forces and capacities being developed as a result of Stealth-related improvements, the Sedalia area construction industry will be even more prepared to meet the varied demands created by the Peacekeeper deployment.

The projects relating to Stealth and various military industry facilities, which are presently under contract or planned for the near future, appear to be similar in nature to those anticipated by the Peacekeeper program. We believe the entire area and the Sedalia marketplace specifically have demonstrated that capacities and capabilities are in place to perform the design and construction of necessary facilities.

Similarly, the labor force for the direct and indirect needs for the project should readily be satisfied with Sedalia-area residents. This area is looking forward to the influx of Air Force and dependent residents and many of the dependents will become members of the available labor force. With this healthy supplement occurring over the next few years, the Sedalia-area will easily be able to accommodate the additional demand created by the Peacekeeper garrison.

Conversely, we believe that as a result of Sedalia's economic development program, which annually accounts for the creation of many commercial, tourism and industrial jobs, we will be able to provide good job opportunities for the dependents of those locating as a result of the Peacekeeper garrison deployment.

The Sedalia-area also sees great opportunity for total area market development as a result of the Peacekeeper garrison deployment to WAFB. Along with the significant investment and the location of new residents will come increased demand for goods and services and increased disposable income. With the Stealth deployment and other economic development activities occurring in the Sedalia area, significant commercial development is already underway. The market development currently underway will continue through the period anticipated for the deployment of the Peacekeeper and will supply the locating personnel with the additional commercial services and market opportunities required to fulfill personal needs.

In relation to housing, we encourage the Air Force to reconsider what appears to be the initial inclination to on-base housing for the Peacekeeper garrison personnel. We believe that the B-2 deployment program approach to housing, the utilization of the BGI housing program, is the correct approach. As many of the opportunities for housing as possible should be privatized. The many strong market communities in the Whiteman area are available for this investment, including Sedalia.

Peacekeeper
August 22, 1988
Page 3

We believe that the creation of housing opportunities in the communities and locating your personnel off-base is no detriment to the United States Air Force, extremely beneficial to the communities such as Sedalia and also extremely beneficial to the personnel and their dependents as they strive to become active participants in their new community.

The deployment of the Peacekeeper garrison will also have significant beneficial social impacts on the Sedalia-area. We see the influx of Peacekeeper-related personnel and their families as another benefit to living in our Sedalia community. Air Force families present diverse backgrounds which help build a stronger community. In return, we offer those people locating with the Peacekeeper garrison complete and modern services to provide them a comfortable livable community. Bothwell Regional Health Center continues to expand its array of services, and the quality of specialized healthcare available to the Sedalia area residents improves along with general medical treatment and prevention. Recently, the voters of Sedalia approved a levy increase which will permit the Sedalia public school district to construct two new schools—one to replace antiquated facilities and expand its capacity in a growing southeast side in our community. Another school will be located on the far southwest side, in part to accept and provide a higher quality educational facility for those new students arriving in the district as a result of the Stealth deployment. This brand new facility, not yet even under construction, will also help provide the educational facility for those locating with the Peacekeeper garrison. Capacities currently exist in our middle school and our high school in the public system, and parochial schools, too, which will provide quality education that your families will be so concerned about.

The City of Sedalia and its Board of Public Works continues to provide increasing capacities in public utilities. Currently underway is a program to increase the capacities of our wastewater treatment facilities and services area to include many of the new growth areas of our community which will be impacted by the location of the B-2. Similarly, our water supply system is recognized as one of the very best in the State of Missouri with great capacity and a well-managed operation.

Additionally, we accept and indeed embrace the location of Air Force-related personnel in our community and the contributions of ideas, concerns and fellowship they bring to our community. Our housing market is expanding to meet those needs. The Sedalia Area Chamber of Commerce, Sedalia Ministerial Alliance, Sedalia Park Board and many of the other organizations and service agencies who serve our daily personal and social needs are also expanding their programs to quickly create the ability for locating Air Force personnel to find a comfortable place in the Sedalia area. Again, as pointed out in the draft, balancing the increase in the workload and the investment required to accommodate additional Air Force personnel arriving as a result of the Peacekeeper garrison will be minimal when taken into account with the expanded baseline created by the location of the B-2 related personnel.

Peacekeeper
August 22, 1988
Page 4

The Sedalia area withholds any particular comment on the biological and land use impacts anticipated by the report. However, we do hope our neighbors in Johnson County and Knob Noster will fully support this deployment, considering all the benefits to be derived as a result of the location of the Peacekeeper garrison. Certainly, with WAFB as a neighbor, the expansion of that facility and its impacts on agriculture and other natural resources found in those locations must be a major component in the land use discussions of the area. We have every confidence that our neighbors will, in fact, agree with you and adjudge the impacts to the biological environment and the accompanying land use impacts to be moderate and sufficiently mitigated through those methods listed in your draft report.

The Sedalia community does encourage the coordination between the Peacekeeper garrison program and the existing B-2 deployment program. The Whiteman Steering Council is made up of representatives of 24 local governmental entities (cities, counties, school boards). These 24, in concert with over 250 to 300 others working on Steering Council Task Forces are addressing the very issues addressed by the environmental impact statement. We cannot state strongly enough our concern that there are multiple research efforts going on at this moment to deal with the B-2 deployment, the BGI housing, related to B-2, and now with the Peacekeeper garrison. We do hope that these are being coordinated, and again encourage you, with our strongest emphasis, that they must be coordinated for the most efficient use of your resources and for the greatest benefit to the Sedalia area and indeed the entire Whiteman area.

We encourage you so strongly that any public investment in the nature of housing or a service be provided through public/private partnerships wherever and whenever it can be done. WAFB is located in an area of strong local economies, including the major market center of Sedalia. These capacities are available to serve these needs outside the gates of the Air Force. We hope that you will look to the private sector in the area for these services and products rather than expending valuable Air Force resources. I would also make the additional personal note that I can think of no better way to help your Air Force personnel to blend into and become a part of the area communities than by providing privately developed housing opportunities to them upon arrival at WAFB.

We do agree in the Sedalia area that the overall impacts of the Peacekeeper garrison will be moderate and that, in fact, applies to the entire WAFB area. Distribution of employment, residential occupancy, and other economic and social impacts will be market driven, however, and it almost defies prediction.

DOCUMENT 387

Peacekeeper
August 22, 1988
Page 5

1 The Defense Revitalization and Marketing Office will be responsible for providing the proper handling of wastes and arranging for transport to treatment and disposal facilities, according to the draft statement. We encourage the DRMO, as they plan to construct a new conforming storage facility in the near future, to work closely with local emergency response teams to identify the types of materials and their locations in and around the base. We encourage the DRMO to consult with the WASC currently in place, if still in existence at the time of the Peacekeeper garrison deployment, so that the communities are not only aware of plans for this disposal project but so that we can influence the location and use of any such facility.

The comments from the Sedalia area to your draft environmental impact statement are general in nature but we want them to be very specific as we rely our support for the continued growth of WAFB through this deployment project.

2 The Sedalia area holds the requisite capacities in the area of job opportunities, work availability, schools, health-care facilities, social organizations, churches, housing development areas, public utilities, post-secondary educational systems (SPCC) and our forward thinking local leadership to accept with open arms the deployment of the Peacekeeper garrison. The Sedalia community sees no negative effects of this location which would concern us at this point. We wish to offer and extend our complete cooperation with the program and hope that you will look to the many resources available in the Sedalia area as you continue planning for this important step in the diversification of our strategic systems.

Respectfully submitted,

Stephen J. Dues
Stephen J. Dues
On Behalf of the
Sedalia Area Chamber of Commerce

K10

DOCUMENT 388

LOCATION East High, Cheyenne
COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

*Please read and accept
the enclosed letter -
as my citizens reply.*

Sally Palmer 715 SO.11 Laramie, Wyo.

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

82070

DOCUMENT 388

715 SO. 11TH
LARAMIE, WYOMING 82070
AUGUST 25, 1988

LT. COL. PETER WALSH
AFRC-BMS/DEV
NORTON AIR FORCE BASE
SAN BERNARDINO, CALIFORNIA 92409

DEAR COL. WALSH,

I HAVE ATTENDED ALL OF THE HEARINGS SPONSORED BY THE UNITED STATES AIR FORCE IN REGARDS TO THE PLACEMENT OF MX MISSILES IN OUR STATE, BOTH FOR THE ORIGINAL PLAN OF THE "PEACEKEEPERS" AND FOR THE NEW PLAN CALLED "RAIL GARRISON." I AM A PASTOR, A CONCERNED PARENT, AND A CITIZEN WHO CONSISTENTLY STRIVES TO PARTICIPATE IN THE QUALITY OF LIFE... I CALL MY "HOME."

AND, AS I ATTENDED ALL FOUR HEARINGS IN THE PAST SIX YEARS, WHICH WERE GRACIOUSLY SPONSORED BY THE AIR FORCE, I CANNOT HELP BUT WONDER -- "WHAT NEW WEAPONS SYSTEM WILL THEY ASK US TO AFFIRM NEXT?" YOU SEE, IN 1983, ALL OF US CITIZENS WHO GATHERED FROM WYOMING WERE ASSURED -- THAT IS THIS MX WAS THE ULTIMATE IN DEFENSE. IF WE BUT SAID "YES" TO THE PLACEMENT OF THIS RENOWNED ARM OF THE TRIAD... THEN WE WOULD BE ASSURED OF DETERRENT POWER WHICH MET ONLY MY CURRENT NEEDS, BUT WOULD KEEP US SAFE FOR YEARS AND YEARS YET TO BE.

AND NOW, IN 1988, THE AIR FORCE COMES AGAIN... AND ASKS US TO USE OUR STATE... AND ASK US TO USE THE LAND WE CALL HOME... TO AFFIRM A WEAPONS SYSTEM THAT "WE NEED." AND, BEHIND THEIR ARGUMENT IS THE IMPLICATION -- THAT THE PEACEKEEPERS THAT WERE PLACED SO SOLIDLY IN THE SOIL LESS THAN FIVE YEARS AGO ARE SIMPLY NOT ENOUGH! AND, THOSE OF US, WHO'VE HEARD THE WITNESS... ASK WHY? AND, THOSE OF US WHO'VE HEARD THE WITNESS WONDER... WHEN WILL THEY EVER SAY: "ENOUGH?"

- 1) AND, AS A PASTOR, AND AS A CITIZEN WHO IS MORE THAN JUST "CONCERNED," I ASK YOU TO RESPOND TO THESE REAL QUESTIONS: (1) WHAT, IN YOUR OPINION, IS "ENOUGH?" (2) ISN'T THE RAIL GARRISON SIMPLY A REFASHIONING OF THE WEAPONS SYTEM THAT WAS ALREADY REJECTED UNDER PRESIDENT CARTER? (3) DOESN'T THE MX RAIL GARRISON PLAN UNDERMINE THE LEGITIMATE PEACE-MAKING EFFORTS OF BOTH THE US AND SOVIET GOVERNMENTS?
- 2) AND (4) ISN'T THE RAIL GARRISON PLAN YET ANOTHER STEP IN THE GRADUAL PROLIFERATION OF WEAPONS SYSTEMS WHICH REINTRODUCE THE THREATS OF ACCIDENTS, THE CERTAINTY OF FALL-OUT (AND THEREFORE MAKE NULL AND VOID ANY ILLUSIONS OF "CIVIL DEFENSE"), AND INCREASES INTERNATIONAL TENSION BY MAKING CIVILIANS AND GOVERNMENTS A "HOSTAGE" TO THE NUCLEAR POWERS?

AND, AS A LONG-TERM RESIDENT OF A VERY BEAUTIFUL STATE, I ASK YOU: "WHY DO YOU CHOOSE THE ENVIRONMENT... WE CALL OUR HOME?"

SINCERELY,

Rev. Dr. Sally Palmer
REV. DR. SALLY PALMER

DOCUMENT 389

8/17/88

Lt. Col Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

Dear Col. Walsh:

I have the following comments on and questions about the draft Environment.1 Impact Statement for MX Rail Garrison deployment.

During the scoping hearing held in Cheyenne in March, I asked that eleven questions be addressed in the draft. One of those questions was addressed, and part of another one. And I found in the draft, no explanation of why my or anyone else's unaddressed questions were not addressed, or even an acknowledgement that some questions were not addressed. Have I misunderstood the purpose of the scoping hearings?

I shall rephrase what I consider the most important of my questions.

1. What, if any, effect will the public comments received at the Air Force hearings have on the Air Force's decision-making process?
2. I note that the dEIS contained three lines regarding the impacts of the "no action" alternative, and no discussion anywhere of the ways in which the MX is expected to enhance America's national security, or failure to deploy it will have any impact at all on our national security. I seriously doubt that the Air Force feels there will be no impacts to our nation's security whether or not this missile is deployed, yet I don't see what other conclusion can be drawn from this dEIS. It certainly seems that the issue should be addressed in the EIS, since I believe national security is the reason generally given for the need to deploy more MX missiles.
3. The dEIS noted that the Air Force will comply with all state laws and regulations that it is required to comply with. What about laws such as Wyoming's Industrial Siting law, or regulations that the state be notified when hazardous materials are being transported on our highways? I believe neither is the Air Force technically required to comply with, yet in both cases, compliance would significantly enhance the safety and well-being of the people of this state. Will you then, simply ignore such laws and regulations?
4. Perhaps the thing that troubled me the most as I read the dEIS, is its complete failure to discuss the actual purpose, and potential use of these new MX missiles. I am consistently amazed by the Air Force's tendency to discuss these missiles as though they were simply a very technical economic development project. I don't believe the words "war" or "fence" were used a single time in the dEIS, and death was only mentioned as a possibility in the case of an accident. Don't you think that's pretty remarkable?
5. I hope these issues can be addressed.

Sincerely,

Ann Dickey
Ann Dickey

SANE/FREEZE

A member of the Committee for a SANE Nuclear Policy and the Nuclear Weapons Freeze Campaign

711 G St SE
Washington DC 20003
(202) 546-7100

25 August 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

Dear Lt. Col. Walsh:

Having reviewed the Air Force's Draft Environmental Impact Statement (DEIS) on the MX Rail-Garrison using plan, SANE/FREEZE finds that it fails to address a number of key issues:

1. Will the 50 MX missiles based in the rail-garrison mode be new missiles or existing ones? The DEIS states that the "Proposed Action" is to deploy 50 MX missiles on 25 trains, but fails to explain whether these would be the same 50 missiles currently deployed in silos across the West or whether 50 additional missiles would be built. If new missiles would be built, the cost of building them should be included in the DEIS. Neither the "Proposed Action" nor the "Alternative Action" scenarios reveal such a cost figure.
2. As the MX trains travel along public railroad lines, they will make every city they pass through a nuclear target. As Captain Joy of the Air Force's Ballistic Missile Office stated in March, "Enemies would have to use up more weapons to try to destroy MX trains. The DEIS does not address the environmental impact of nuclear warheads dropped on cities along the MX train route."
3. The DEIS' estimates of jobs to be generated by the MX program are highly suspect. For instance, nearly all the FY89 funding for the MX program would be for research and development and nearly all the FY92 funding would be for operations--two very different functions performed by very different types of workers. Yet the DEIS' ratio of jobs generated per billion dollars spent is about the same for both FY89 and FY92. What methodology was used and what assumptions were made to generate the job estimates in the DEIS?
4. The DEIS does not adequately analyze the "No Action" alternative. For instance, the DEIS does not consider how many jobs could be generated by spending the \$10-15 billion it projects as the rail-garrison's cost on other sectors of the economy, such as housing or education.

Lt. Col. Peter Walsh
25 August 1988
Page 2

6. 5. The DEIS fails to analyze the economic impact on local communities of the "boom-bust" job cycle created by the MX--a cycle that will throw thousands of MX employees out of work at the end of their tour of duty. The DEIS forecasts that jobs created by the MX program would fluctuate "from nearly 40,000 in FY89 to nearly 148,000 in FY91 and then decline to 11,000 by FY93 and just under 12,000 in FY94 and beyond (nationally)." Does the Air Force have any plans to address the unemployment and resulting trauma the MX program can be expected to leave in its wake?
- 7.

SANE/FREEZE believes these questions must be addressed by the Air Force in order for the final Environmental Impact Statement to have any validity. Please respond to and include this letter in the final Environmental Impact Statement, and please forward to us a copy of the FEIS when it is complete.

Yours for peace,

Duane Shank
Duane Shank
Acting Executive Director

DS:ss



LUTHERAN CAMPUS MINISTRY
Minot State University

1215 University Avenue, W. Minot, North Dakota 58701
(701) 838-1044

August 11, 1988

TO: EIS Committee
FROM: Neal Ruedisili
RE: MX Rail Garrison Draft Statement

I am Neal Ruedisili, the Lutheran campus pastor at Minot State University. Four MSU students and I traveled to West Berlin in the summer of 1986, to participate in an international workcamp project, converting an abandoned factory into a community center. It was at the same time that Berlin was commemorating the 25th anniversary of the Berlin Wall. One of the volunteer supervisors was a hospital dietitian. I asked her why she used her free time to volunteer for the project, and her response was something like this: "I need to do this for myself. Living next to the Wall year after year, I find myself taking it for granted, accepting it as normal. Then I meet people like you who are shocked by it, who find it obscene and immoral. I need to do this, to be reminded frequently that the Wall is abhorrent and unacceptable."

I thank you for the work you have put into the Draft Environmental Impact Statement. It is thorough. And you are straightforward in expressing your intent: "The purpose of an EIS is to analyze possible environmental consequences of the Proposed Action and its reasonable alternatives, including the No Action Alternative. A discussion of morality, national security policy, or psychological effect is beyond the scope of this EIS." (1.10.22)

There is no doubt in my mind, however, that our environment includes those things that affect us morally and psychologically, whether or not we are consciously aware of them. I realize now that the insight of our Berlin friend applies to me, as I grow accustomed to being surrounded by silent missile silos. Even if we have quit thinking and talking about the potential and purpose of these nuclear weapons, if we listen to our children, we know that their concerns and fears of a nuclear holocaust are real.

There are sections of the EIS Draft that trouble me. To mention several:

1. Section 4.10.5.3. Native American Resources. "Although the study area is within the traditional territory of the Hidatsas, specific Native American resources such as sacred areas have not been identified. Therefore, none would be affected by the Proposed Action." Whether or not research has been done in the area, to state that therefore nothing would be affected is not logical, but is rather cavalier and careless.

Neal Ruedisili

EIS Committee
August 11, 1988
Page Two

2. There is a section about a possible second rail connector, going north to Lansford. In discussing this possibility, Section 4.10.14 states: "None of these streams (Little Deep Creek, Egg Creek, and an unnamed creek) requiring bridges have state-designated uses, indicating that they are not particularly sensitive streams." I really doubt that conclusion.

The statement continues: "The Right of Way (to Lansford) would use about 152 acres of land and could probably be sited to avoid scattered farmhouses. There could, however, be a conflict with existing structures or roads at Lansford where a way would be constructed to the Soo Railroad main line." I'm interested in knowing if the people living north of the proposed garrison are aware of this possibility.

3. In dealing with natural rail hazards in Section 5.2.3, the report mentions lightning, blizzards, tornadoes, earthquakes, and flooding. There is no mention of the effect of heat. In last week's Amtrak derailment near Saco, Montana, the engineer reported that the recent heat wave caused rail distortion and the subsequent accident.
4. In summarizing the program's impact at Minot, the draft states on page 5-44: "The Proposed and Alternative Actions at Minot Air Force Base would not result in significant impacts on any resources." I don't think one has to be a born cynic to question that sweeping conclusion.

I want to conclude by affirming the presence and the people of Minot Air Force Base. I do want to see the economy of Minot and Ward County expand and diversify, but not with something as suspect and outlandish as putting MX missiles on our nation's rails. Is the possibility of creating 300-400 jobs in Minot worth it, in light of the horrible human destruction that the end product represents? A new Job Corps Center in Minot -- you bet; and I'm delighted to be a member of the governor's Task Force working toward that goal. I'm also glad that my tennis partner and friend, Bruce Bacon, is on the North Dakota 2000 Committee, helping our state look for ways to attract new business and industry.

But the MX (to call it Peacekeeper is an abbreviation of a good word), the MX Rail Garrison Project -- let's just say NO. NO. NO.

Neal Ruedisili



LUTHERAN CAMPUS MINISTRY

Minot State University
321 University Avenue W • Minot, North Dakota 58701
(701) 879-1949

August 16, 1988

Editor
Minot Daily News
Minot, North Dakota

Dear Editor:

I want to invite everyone (including myself) to consider this possibility: that it is consistent to love city, state and nation dearly, and at the same time to have deeper values that shape and sometimes transcend our genuine patriotism. I want to encourage our community leaders to feel free to say that something might be good for us locally, but not in the best interest of our country or our world. I want them to know that North Dakotans respect those who take and articulate difficult and unpopular positions, if done so in good faith and strong conviction.

In that spirit, I like Minot and want the best for her. I feel strongly that to only see the 300-400 jobs and to ignore the horror and the absurdity of the MX Rail Garrison Proposal, a new delivery system for nuclear bombs, is to turn our values upside down, to flirt with the danger of betraying some of our most precious values: hospitality, trust, love, shalom.

Thank you for giving this your consideration.

Neal Ruedisili



DOCUMENT 392

DOCUMENT 393

701 SE 4th St.
Minot, ND 58701
August 25, 1988

TO: EIS Committee
FROM: Anne Ruedisili
RE: MX Rail Garrison Draft Statement

My name is Anne Ruedisili, from 701 SE 4th St., Minot, ND 58701. I am a student at Minot High School and am very involved in drama. I have been very active in this theater. Some others involved in drama are from the Minot Air Force Base and they have become very good friends of mine. But I am here speaking in opposition to the Rail Garrison MX missiles. I can't call these "peacekeepers".

Am I supposed to keep living in fear of a nuclear accident? People my age aren't ignorant of what's going on. We're scared. We grew up with the idea that trains were fun and exciting. We learned that they carry food and people to other parts of the country. Let's keep shipping grain, not weapons.

The Air Force says we need the Rail Garrison project for "deterrence". The definition for this term is: "having sufficient military strength and perceived willingness to use that strength after an enemy attack to inflict unacceptable damage on the enemy thus inhibiting them from striking in the first place." We had enough deterrence for now with the Poseidon submarines of the 60's. Why 30,000-50,000 more warheads?

The main argument I have heard from Minot people in favor of this proposal being implemented here is to strengthen our local economy. With a bit of sarcasm I say this: Rail Garrison is really going to help tourism in our state. People going on family vacations want to enjoy themselves and relax, not get a rude awakening from a huge train with several missiles on it. They already have to look at missile silos.

Some folks saw me handing out opposition materials as they came in. Some were very polite and accepted the info. Thanks. Others ignored me and some were very rude. I didn't expect that from my community. I am not forcing my opinion. Only wishing that people will have an open mind and be polite. I am scared of a mistake and I have prayed that the right thing will be done. Thank you.

Anne Ruedisili



DOCUMENT 394

DOCUMENT 395

For Immediate Release

For further information
contact Madeleine Korfmacher
at 223-7080 or 375-8775

Statement by Madeleine Korfmacher to be released on 8-1-88 at the Jacksonville MX hearings on the DEIS.

Arkansas Social Workers for Peace and Justice are against the rail-based MX missile system. We believe that the draft environmental impact statement did not properly address the alternative of building no MX missiles and instead using that money for social programs. Social workers are concerned with the victims of the violence of poverty which manifests itself in hunger, malnutrition, homelessness, infant mortality, inadequate education and health care. Social workers feel that the money for the MX system could much better be used to alleviate the above problems. Especially in a state like Arkansas where problems such as hunger, illiteracy and homelessness are acute, social workers are against using ultimately billions of dollars on a weapon system. Social workers in Arkansas deal with the above social problems on a daily basis, and are very much aware of people who are presently in desperate financial need. Therefore, the Arkansas Social Workers for Peace and Justice strongly opposes the proposed missile system.

-30-

For Immediate Release

For further information contact
Walter Korfmacher, Ph. D. at
375-8775 or 541-4108
or Union of Concerned Scientists
at 202-332-0900

Statement by Dr. Walter Korfmacher to be released on 8-1-88 at the Jacksonville MX hearings on the DEIS.

I am a member of the Union of Concerned Scientists. I have looked over the draft environmental impact statement (DEIS) on the proposed MX missile-garrison system. Most of the concerns of the Union of Concerned Scientists were not addressed by the DEIS. Some of the problems that the Union of Concerned Scientists believe need to be addressed are listed below.

1. The Rail-Garrison System would be Vulnerable.
When based in garrison, the MX trains would be more vulnerable to Soviet strategic warheads than they are in their current fixed-silo deployment sites. When dispersed from their garrisons, the MX trains would be even more vulnerable, especially during the early part of a crisis. Due to their relatively light construction, all missile trains along 4-6 miles of track would be destroyed by a single 500 kiloton warhead. This vulnerability lessens only when the trains have moved over a larger part of the rail network, some 4-6 hours after dispersal.
2. The Rail-Garrison would be Strategically Destabilizing.
The MX, like any multi-warhead system, increases incentives to attack early in a crisis, since its ten warheads, once located, can be destroyed by only two Soviet warheads. Deploying the MX in a vulnerable basing mode also increases American incentives to strike early, since delay will only decrease the attacking force's chance of success. The rail-garrison plan increases both of these incentives, since the trains will carry 20 warheads and will be especially vulnerable to attack during the first four to six hours of a crisis. The best way to deal with this vulnerability, moving the trains out of garrison, could be perceived as provocative, causing or accelerating an international crisis.
3. The Rail-Garrison would act as a Magnet Attracting Soviet Attack.
The deployment sites, as well as the surrounding areas in which the missile trains would patrol, will become targets for "barrage" attacks as the Soviets saturate the areas with nuclear explosions.

-30-

Thank you Colonel for being here tonight and giving us the opportunity to express our views on the peacekeeper missile & the impact of its being deployed at the LRAFB. Without a strong defense our country could not enjoy the freedoms that we have, one of which we are exercising tonight.

For the record my name is Bill Laughlin. I am a homeowner in Jacksonville, I work in Jacksonville and I am proud that the LRAFB is a part of our local community. I encourage all people with an opposing viewpoint to state it they live in Jacksonville, work in Jacksonville, or if they have ever been to Jacksonville or if they have ever been here before tonight.

I have lived in Jacksonville for 28 years. The LRAFB has been here ever since. When I was a kid I lived in Jacksonville and I was not scared, or secure because the LRAFB was just miles from my home. Because I have been married twice, I am reassured because I know the LRAFB and their people are working night & day to protect my rights & freedoms as an American citizen.

The LRAFB is not and has not ever been an environmental risk to this community. Because the LRAFB has been a positive impact on our community. The men & women stationed here become part of our community. They contribute professionally, personally, socially to our community. Many men and women are here, permanent home. These people contribute their knowledge and abilities in constructive means to help our community grow & prosper.

The ones who move on remain a part of Jacksonville by their impact they make while being here and leaving impressions on Jacksonville, they leave behind. I would welcome additional military personnel into our community anytime regardless of their mission. The people of Jacksonville

The peacekeeper is deployed at the LRAFB would be right here in the heart of Jacksonville. I live here and encourage the opposing efforts to place the LRAFB for deployment of the rail garrison. There is an old adage of making war, peace, able to construct any defenses necessary. Our utilities can handle the additional personnel. Our highway system can handle any additional personnel and our rail system is ready to go. In Jacksonville and in Central Arkansas there is a strong tradition of being a community. Jacksonville is willing & able to assist the United States government at anytime.

Thank you for your question, when will the decision be final? and what steps can Jacksonville take to be prepared to help the USAF deploy the peacekeeper at the LRAFB?

TO WHOM IT MAY CONCERN:

WHEREAS We, the Jacksonville Commerce Corporation dedicated to the industrial growth and economic well being of our community and recognizing both the national military importance and the local economic impact and

WHEREAS As taxpayers we recognize that the rail garrisoned Peacekeeper system provides the best return on our military deterrent tax dollars

NOW THEREFORE Be it resolved that the Jacksonville Commerce Corporation of the City of Jacksonville supports and endorses the selection of Little Rock Air Force Base for the deployment of the Rail Garrison Peacekeeper Missile, and strongly urges the officials of Strategic Air Command to view Little Rock Air Force Base as a favorable prospect for the system.

JACKSONVILLE COMMERCE CORPORATION

Jerry Halsell
DIRECTOR INDUSTRIAL DEVELOPMENT

Miss official's Representative of Arkansas

My name is Gene Farrell, I'm 39, a student and a nurse at SVI. I wanted to make a brief statement in opposition to further buildup of MX missiles in general and in particular to having them based here in Arkansas. I believe the production and deployment of the MX system is a step backward in recent advances toward nuclear disarmament which came about when Pres. Reagan & Sec. Gorbachev signed the

-2-

INF treaty. There is abounding and undeniable scientific documentation which attests to the fact that the MX is basically an obsolete weapons system. ~~XXXXXXXXXX~~

- 1 ~~XXXXXXXXXX~~ that its only purpose is to pad the pockets of military contractors (which are now ^{finally} under semi-serious investigation regarding procurement practices) or to make the chosen basing site a more vulnerable target in the event of a nuclear weapons exchange. I have

-3-

- reviewed the lengthy Draft Environmental Impact Statement prepared with obvious conflict of interest by the U.S. Air Force and I remain unconvinced
- 1 intellectually and ethically ~~that~~ that ~~the~~ this so-called peace keeper will actually ^{be safe} based on railcars on our shaky tracks or ^{will} serve to promote peace, being ~~in~~ in fact an offensive weapon in the militaristic scenario. I feel the strong desire by the government and local officials to base this system here in Tex.

-4-

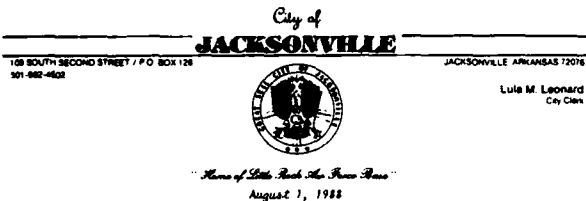
- is ~~is~~ politically motivated, to try to bring an economic boost to this area, ~~the~~ which is suffering from serious environmental hazards ^{from} and former ill-advised military investments. Money and profit
- 1 ~~making~~ making should not be the priority here, and basing the MX ~~here~~ in Jacksonville does not promote a ~~peace~~ safe, healthy, nor peaceful community for the residents. I'm about to become a father at Christmas, God willing, and

-5-

- I do not want to ~~to~~ raise my children in a state where missiles ~~to~~ to annihilate life are stationed and
- 1 ~~as~~ ~~as~~ as rationalized as instruments of peace. I don't ~~to~~ know how I ~~to~~ would explain that contradiction to my child; I don't believe I could.

Thank you.

Eugene M. Sorell
Box North Monroe
Little Rock, Arkansas
72205



Secretary of the Air Force
Pentagon
Washington, D.C. 20330-1000

Dear Sir:

I have been a resident of the City of Jacksonville for the last 30 years. During this time, I have seen the impact that the Little Rock Air Force Base has had on our community.

Placement of the military installation in our community has not only benefited us with protection from enemy aggression, but with residential, business and industrial growth. It has presented us with the challenge of being a link in a chain of responsible citizens who have been and are now trying to keep peace in our community, our state, our nation and our world. The leaders of this community feel that the Peacekeeper Rail Garrison Program at the Little Rock Air Force Base will help us to continue those efforts.

As an elected official, a representative of the citizens of the City of Jacksonville, I, therefore, do hereby request that the Peacekeeper Rail Garrison Program be placed at the Little Rock Air Force Base.

Respectfully,

Lula M. Leonard
Lula M. Leonard
City Clerk-Treasurer
CITY OF JACKSONVILLE, ARKANSAS

COMMENTS BY TRUSTEN HOLDER ON THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT FOR THE PEACEKEEPER RAIL GARRISON PROGRAM FOR
THE AUGUST 1 PUBLIC HEARING

My name is Trusten Holder and Little Rock has been my home for all of my seventy five years. Conservation, especially wildlife conservation, has been my lifelong profession and my lifelong enjoyment. I am not qualified to pass judgement on whether or not the Congress and the President made the right decision in 1986 when they decided our nation should have this Peacekeeper rail mounted missile system. But I am qualified to pass judgement on whether or not having a unit of this missile system garrisoned at the Little Rock Air Force Base would have a significant detrimental effect upon those environmental qualities which, in most all other cases, would have been the primary concerns of conservationists and environmentalists.

During the eight years between 1971 and 1979 while I was serving as Chief of the Environmental Preservation Division of the Arkansas Department of Pollution Control and Ecology, I supervised and assisted in the review of literally hundreds of environmental impact statements and assisted in the preparation of dozens of others.

The draft environmental impact statement that has been prepared for this missile system is an excellent statement and proves that there won't be any significant detrimental effects upon those things which in most cases would be of considerable concern to the environmental community. Usually, the environmental community is concerned mostly about such things as the destruction of wildlife habitat (with special concern for the habitats for endangered and threatened species) with increases in water, air and noise pollution, with increases in traffic hazards, with the overloading of educational facilities and with the general disruption of the tranquility of community life. All of these things are important not only to the quality of our life but also to the quality of life that we will pass on to future generations. And, having a unit of this rail mounted missile system garrisoned at the Little Rock Air Force Base won't have a significant detrimental effect on any of these things that I have just mentioned.

Now, I know these things that I have just mentioned are not the main concerns of some people regarding this rail mounted missile system. I know there are some people who don't object to nuclear weapons in general but do object to this particular nuclear weapons system. I know there are some people who object to having any kind of a weapons system whether it be a nuclear weapons system or a conventional weapons system. I also know there are some people who object to paying taxes to support our armed forces, our schools and everything else.

In all probability, this coalition of objectors will not get to first base when it comes to preventing our nation from deploying this rail mounted weapons system in various parts of our nation. But there

is a good chance that these objectors might succeed in preventing a unit of this rail mounted system from being garrisoned at Little Rock Air Force Base. That would be very unfortunate.

To put it bluntly, if our nation is determined to spend all that money anyway then let some of that money be spent in our area where our people will get some of the benefits. We need to remember, that in addition to those elements of the environment which in most cases attract the attention of the environmentalists, there is another element of the environment which has a tremendous impact upon the quality of life. This other element is the economy. Having a prosperous and stable economy throughout the area as a whole, and one which would enable more of our people to live somewhere above the levels of poverty and drudgery, is a valid and worthwhile objective.

It appears that our government, in spite of anything that the objectors can do, is going to go ahead and deploy this rail mounted system. If so, let's try to get a unit of this system garrisoned at Little Rock Air Force Base.

Trusten Holder
Trusten Holder
2100 Arch Street
Little Rock, Ark. 72206



LEAGUE OF WOMEN VOTERS

OF
PULASKI COUNTY
INCORPORATED

STATEMENT ON THE DRAFT IMPACT STATEMENT PEACEKEEPER RAIL GARRISON
PROGRAM WITH THE PROPOSED LOCATION OF LITTLE ROCK AIR FORCE BASE.

I am Ruth Bell, representing the League of Women Voters of Pulaski County. We appreciate this opportunity to comment on the draft impact statement -Peacekeeper Rail Garrison Program.

There is a high probability that we here in Pulaski County will have an earthquake registering 6.5 on the Richter Scale by the Year 2000. (Arkansas Naturalist, Vol. 2, #8, August 1984). In addition, if an earthquake with an 8.5 Richter Scale rating occurs in the New Madrid Fault area, buildings here in Jacksonville, will be architecturally damaged. The League requests that the final environmental impact statement discuss in detail the impact on the Rail Garrison Housing and to the rail track if an earthquake registering 6.5 - 8.5 on the Richter Scale occurred.

We continue to have deep concerns about air and water pollution in case of Rail Garrison mishaps - whether accidental or due to sabotage. The League requests that the final impact statement discuss the probability of accidental or enemy action damage to the Rail Garrison, and the types of air and water pollution that could result from such damage.

We are especially concerned about water pollution. The final impact statement should discuss the environmental impact on our equifer of hazardous materials spills, especially the impact on the City of Jacksonville's water wells. Local surface water is also liable to further pollution, due to hazardous spills. We request that the final impact statement address the effect of spilled pollutants on the area's surface water - including Bayou Meto and the Arkansas River.

The LWVoters thanks you for the opportunity to share our views on this issue. We would like to receive a copy of the final impact statement and notification of future opportunities to express our views.

AFFILIATED WITH THE LEAGUE OF WOMEN VOTERS OF THE UNITED STATES

Pulaski County ACORN Opposes Basing of the M-X Missile

Association of Community Organizations for Reform Now

SOVIET MILITARY POWER 1988
in ASSURANCE OF THE FUTURE

[illegible]

• The Soviets continue deploying the new SS-9 ICBM, armed with multiple ALCMs, and are developing another intercontinental bomber, the Black-Jack. The US is responding by upgrading its air defense through deployment of over-the-horizon radars (OTH-B) and radars and upgrades to the Defense Early Warning Line radars through the North Warning System (NWS). The combination of the OTH-B and NWS will assure detection of Soviet ICBMs and their carrier aircraft at ranges sufficient to provide the MCA with enough time, and US defense forces time for survival actions. The Air Defense Initiative technology program is the key to developing the technologies to counter future generations of Soviet air threats.

- Countering the Soviet Union's superiority in air defense is particularly challenging. US responses to date include the increased penetration capability afforded by ALCM and the B-1B, together with planned deployments of the Short-Range Attack Missile (SRAM), II, the ACM, and the B-2.

For the immediate future, planned US offensive force modernization and surveillance systems upgrades appear sufficient to maintain a strong deterrence to a Soviet nuclear attack on the United States and its allies. The Service sees a capability to combine offensive strategy and defensive preparations to limit greatly the damage US resources could inflict. To ensure that the Service does not adopt this as the foreseeable future, it is imperative that the Strategic Modernization Program be sustained in an logical conclusion. It is important to remember that the essence of this program are designed not only to reduce past and current deficiencies but also to anticipate projected Soviet plans to undermine the strategic balance.

The trends of the past two decades in the behavior of strategic defense forces also require a vigorous US response. While the United States greatly diminished its strategic defense beginning in the late 1960s, the Soviet Union continued to spend as much on this arm as on its strategic offensive force. Soviet passive defenses of both civil and military targets and strategic air defense forces of the United States, and the USSR, maintain the world's only operational anti-ballistic missile (ABM) capabilities.

2)Economic Impacts: The DBIS examines accidents in isolation, while there are likely to be secondary effects, and costs. For example, if there were an explosion, and consequent release of radioactive material, even if the exposure levels released were not harmful to humans, there would be an economic impact. The public might, in such a situation, perceive agricultural products from the area of an accident as unsafe, and might thus buy less of them. The cost of a 1% drop in agricultural sales from Johnson County would run in the hundreds of thousands of dollars. It is possible that the public might respond by decreasing their purchases of all Missouri agricultural products, resulting in millions of dollars of losses. An example of this phenomenon is the losses in sales by Northern European farmers after the Chernobyl accident, whether or not there was any contamination of their products.

4) The "Public interface" problem: I am not an advocate of civil disobedience, but anyone who attended the scoping hearing April 7th will remember the student who stated that he would lie down on the tracks if this system were placed at Whiteman. The Federal government doesn't pay for, or help to enforce the laws that are broken by protesters. Kitsap County, Washington paid an average of \$15,000 per incident to clear the rails of people protesting the shipment of nuclear warheads. The county spent \$100,000 prosecuting protesters in one year, and obtained no conviction nor any money from the Federal Government.

6) The DEIS doesn't cover the secondary effects of the accident scenarios. The analysis is of the effects of the fuel from one missile, yet there will be two missiles on each train, and it is highly unlikely that a situation could develop where one missile would be damaged enough to catch on fire without the second missile being likewise affected. Also, any accident, fire, or explosion in garrison would affect four to eight missiles, with greater destruction resulting.

*MX trains will be easily identifiable as such, due to the immense size compared to normal railroad cars. It would also be easy for terrorists to track the trains from the time they left thearrison.

*Since plans include moving the trains only four hours every day, terrorists could easily plan and carry out an ambush.

12 9)The economic impact of shutting down the program after it has been built is not discussed. This is a real possibility do to negotiations at the START talks

13 10)The No Action alternative is not discussed as it should be according to the National Environmental Policy Act, which calls for "specifically taking into account the alternative of no action." In the 764 pages of the DEIS, only 61 lines of text mention the no action alternative.

DOCUMENT 404

MX Rail Garrison DEIS
Testimony of Mark Carr
4509 Walnut
Kansas City, Mo 64111
August 18, 1988

- 14 11) The effects from producing the nuclear warheads, including the generation of waste, the release of radioactive materials, and the exposure of workers, is not adequately addressed in the DEIS. Referring to another EIS, to which people locally don't have access is hardly adequate or informative. Even if copies of the referred to EIS were available, there was not time between the release of the DEIS to analyze it. There most certainly wasn't time to request, receive, and analyze an EIS for another project.
- 15 12) The DEIS does not adequately address the question of emergency response. It states that emergency teams would respond to accidents, but questions still remain about how long it would take them to respond to an accident. The DEIS states at one point that a fuel fire would last six minutes. If that happened, and if only one missile burned, and if hazardous and/or radioactive materials were released, in a small town 100 miles or more from the nearest metropolitan area, would local public safety personnel be trained to safely respond to such an incident so as to minimize health and property damage, or does the Air Force plan to respond to the scene within the six minutes that the fire burns?
- 16 13) If there were an accident with secondary damage, as would be likely if a train caught fire in a drought stricken area, would the Air Force pay for the secondary damage?
- 17 14) The DEIS doesn't adequately address the economic effects of the cost of the missiles. Is the Air Force going to purchase 50 new MX missiles, or will the ones deployed in silos in Wyoming be used? If those are used, what will be the economic effect of shutting down the MX silo command on the economy of Wyoming? What are the environmental effects of removing and transporting the missiles from the silos?
- 18 15) The missile trains will be exposed to extremes of heat and cold, yet the range of temperatures which the missiles can withstand without cracking from expansion of the fuel must be fairly narrow. What would be the environmental effects of a failure of the heating or cooling system during a time of extreme weather?
- 19
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21
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MX Rail Garrison DEIS
Testimony of Mark Carr
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Kansas City, Mo 64111
August 18, 1988

- 23 16) Senator Cohen (R) ME said that a Department of Defense briefing implied that MX Rail Garrison could be later turned into a continuously mobile system. Is this a possibility? Do Air Force contingency plans include such a plan? What would such a plan do to the risk assessment section of the DEIS?
- 24 17) Have studies been done to assess the impact of the vibrations and harmonics that the missiles, warheads, and fuel would be exposed to? Would this increase chances of accident or explosion? What are the effects of those variables on metal fatigue within the launcher, the rail car, and the missile itself?
- 25 18) What is the increased chance of accident due to the lack of experience of the crew? The DEIS makes the assumption that training is a valid substitute for actual experience, which is not true (else pilots would not need to fly regularly, but only train regularly).
- 26 19) The discussions of the risks of air transport mishaps is inadequate in the DEIS. The risk assessment points to such a low probability of accidents that it isn't analyzed, yet the fact remains that there have been accidents. An accident in Spain resulted in one warhead being lost for several months, and the removal of 2000 pounds of radioactive soil. This also points to problems with the risk analysis method itself.
- 27 20) The DEIS does not evaluate fully the risks of sabotage by Air Force personnel, or the results of such sabotage. Instead it provides biased assurances of safety due to the policies and procedures that the Air Force has set up. While the personnel programs may have some benefit, they cannot remove all risk, and thus the results of sabotage by personnel must be addressed.
- 28 21) The DEIS does not define well enough the criteria under which the trains would be deployed. "National need" is hardly adequate for the public or Congress to evaluate how often the system would leave the garrison, and thus there can be no effective analysis of the risk measurements that are based on numbers of rail miles travelled.

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MX Rail Garrison DEIS
Testimony of Mark Carr
4509 Walnut
Kansas City, Mo 64111
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- 29 22) The population density figures average all people over a range of suburbs, urban areas, and rural areas. Since it is likely that the trains will spend more time in urban areas than in rural, and since more accidents occur in these higher density areas, the EIS should use a weighted average.
- 30 23) Radiation exposure figures are also averages, rather than telling how many people are exposed to lethal or harmful doses of radiation. For example, stating that an area would be exposed to an average of .23 rems could mean that 100 people were exposed to damaging radiation, but thousands of people were exposed to minimal doses. This needs to be corrected in the DEIS.
- 31 24) Economists have long recognized that military spending has a smaller multiplier than civilian spending. For example, spending \$100 million on military equipment which, for most of its useful life will not add anything to the economy is a less efficient use of the money than is spending the same \$100 million on developing businesses in a community which would then produce more. Any discussion of economic impacts, especially of the no action alternative, must include the cost of any alternative use of money that would be spent on rail garrison. What would be the direct & indirect effect of spending the same amount of money that is budgeted for MX Rail Garrison in the Whiteman area on community development?
- 32 25) The Scowcroft Commission recommended that the DoD investigate building MX Rail Garrison with an ABM system. What are the results of the investigation, and what would be the environmental impact of an ABM system?
- 33 26) The assumptions of chemical effects from an accident assume that the air will be in constant motion. We all know (especially this summer) that air is often still, allowing the concentrations of airborne chemicals to remain high, and remain in one area. The EIS must investigate the results of such a scenario.
- 34 27) The DEIS says that there is virtually no chance of nuclear explosion in any potential mishap. Such bland assurances are hardly comforting, and the EIS should quantify this risk.

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MX Rail Garrison DEIS
Testimony of Mark Carr
4509 Walnut
Kansas City, Mo 64111
August 18, 1988

- 35 28) The DEIS says that radioactive particles would settle over a fairly small area, which isn't defined. What is a small area? Section 5.4.4.1 implies that it would be an eight square mile area.
- 36 29) The DEIS doesn't discuss what notification procedures will be used for deployment or transport. Are there any?
- 37 30) A Congressional Budget Office report in November of 1987 said that in any credible attack scenario, even with no warning, the United States would have remaining about 3,700 warheads capable of returning the attack. With warning the figure jumped to 8,200 warheads. Given these figures, what is the need for an additional 500 counterforce (first-strike) warheads in maintaining our deterrence?
- 38 31) These questions were asked in my written testimony submitted after the scoping hearing April 7, 1988, but have not been adequately addressed. Please address them in the FEIS.
- 39 What protection is being planned against the effects of Electromagnetic Pulse? What are the potential costs and problems associated with such a system?
- 40 What provisions are being made to comply with Nuclear Free Zone ordinances that have been passed in areas through which the trains may pass? Are there any Nuclear-Free-Zone ordinances along the route of the trains?
- 41 Is this the most cost-effective way to meet our security needs, given that security of the trains may be a problem? What about the possibilities of higher costs due to the "concurrent development" mentioned in the Armed Services Sub-committee report, given that other projects that were developed concurrently either failed (the Sgt. York) or cost 20% or more over projections (the Air-Launched Cruise Missile, the B-1 Bomber)?
- 42 Has the cost of developing a guidance system that works (given that the ones being delivered now have a failure rate of 70%) been included?
- 43 Since actual testing of missiles from trains isn't projected to take place until 1991, isn't it possible that much environmental damage could be done before discovering that the system is useless?

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MX Rail Garrison DEIS
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4509 Walnut
Kansas City, Mo 64111
August 18, 1988

- 44 Is this system necessary given that missiles are more vulnerable than in
silos for the first four to six hours?
- 45 Is this system necessary given that START negotiations would ban
land-based mobile ICBM's?
- 46 Is this system necessary given that trains leaving the bases during times
of "high international tension" could be seen as provocative?
- 47 Is this system necessary? Why?
- 48 Are civil defense plans along the route adequate, or will they be adjusted
to reflect the increased likelihood of nuclear attack?
- 49 Does the potential for the loss of retaliatory capability due to the ease of
access for sabotage make this system justifiable?
- 50 Why do we need the MX in Rail Garrison? What problem, or conceived lack
in our security, is this system designed to correct? Why is this basing
method better than the other methods that have been considered and
rejected, such as the "Race Track"?
- 51 Why is Missouri one of the proposed basing sites? What is it about
Whiteman AFB that makes it a good location?
- 52 How can a first strike weapon like the MX missile build our deterrent
capability?
- 53 What procedures were used to notify the public of these hearings?
- 54 How far in advance did the Air Force know the time and date of the
hearing? The date of the hearing was finally released on July 11. Can 24
days notice be considered within both the spirit and the letter of the
NEPA? Can the Air Force say that the public has had an adequate amount
of time to respond to the DEIS? How many person-hours did the Air Force
spend preparing the DEIS? Given that there are twelve volumes of
supplementary documents, which must be ordered by name separately
from the DEIS, has the public had adequate time and information to
reasonably analyze the Air Force's methodology?
- 58 Is the process set up to hear the concerns of the public when ordinary
citizens speak after the Air Force and after elected officials? How can all of
the concerns of all of the citizens affected be heard with a three minute
time limit in only one hearing of three hours? How many people at the
hearings in other parts of the country didn't get a chance to speak? Why
was time lost through late starting, sound system problems, etc. taken off
of the public comment period? Is that the least important part of the

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MX Rail Garrison DEIS
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August 18, 1988

- 62 hearing? How much time was spent in total by the Air Force, by elected
officials, and by members of the public in speaking, both in the scoping and
in the DEIS hearings? In how many of the hearings did the Air Force start
late?
- 64 How can the Air Force justify holding hearings, and preparing an EIS only
for the area immediately surrounding Whiteman, when people all along the
rail line could be affected?
- 65 How much time, money, and effort did the Air Force spend in preparing the
rail garrison presentation, and what proportion of that was spent on
alternative basing modes, including no action?

DOCUMENT 405

Oscoda-AuSable Chamber of Commerce

On US-22 - Where The Famous
AuSable River Meets Lake Huron



PHONE (517) 735-7322 • 100 W. MICHIGAN • OSCODA, MICHIGAN 48750

"Service To Business and Community"

July 28, 1988

To Whom It May Concern:

Since the April 5, 1988 Rail Garrison hearing the Oscoda-AuSable Chamber of Commerce has conducted an informal study on available housing for personnel involved in the set-up and the operation of the project.

The survey of local area lodging establishments has revealed a positive attitude and a receptiveness to provide the needed accommodations. Several sources have given a prognostication of 75 to 100 more units to be erected in the near future.

The survey of local contractors assured our office that there would be adequate housing to meet the need. Their projections constitute both rental & permanent dwellings and the 7 to 10 year prognostication is for 400 to 500 units. Sources also stated that 95% of the labor force utilized in the implementation of the Rail Garrison project would be local and already have lodging. Thus the need for additional housing would be partially negated.

The Oscoda-AuSable Chamber of Commerce would like to assure this assemblage that they will do their utmost to assist anyone involved with the project by providing either lodging or real estate information.

Bruce Hyles, President
Oscoda-AuSable Chamber of Commerce

DOCUMENT 406

Oscoda-AuSable Chamber of Commerce

On US-22 - Where The Famous
AuSable River Meets Lake Huron



PHONE: (517) 735-7322 • 100 W. MICHIGAN • OSCODA, MICHIGAN 48750
1-800-225-GOAL

"Service To Business and Community"

March 31, 1988

DECLARATION OF SUPPORT

For years the communities of Oscoda and AuSable have had the pleasure of being home to one of the many United States Armed Forces installations. Known as Camp Wheeler in the 1920's, it grew into an independent base in the 1940's and was renamed Oscoda Army Air Field. On July 4, 1953 it officially became Wurtsmith Air Force Base.

Over the years the community and the base have enjoyed a co-existence that is so rare that hard; a distinction can be noticed between them.

The Oscoda-AuSable Chamber of Commerce is proud of all members of the armed forces but especially proud of those who have called Oscoda-AuSable their home over the years.

National Defense is an important issue to everyone but is particularly important to us who have lived closely with so many of it's fine personnel. Our Military Affairs Committee and The Air Force Association work intimately with Wurtsmith Air Force Base to keep this unity strong.

The Chamber and the majority of it's members recognize the economic impact Wurtsmith has on the area and wholly encourages and supports any and all missions which will help secure the freedoms of our great nation.

The Oscoda-AuSable Chamber of Commerce and it's Directors, acting as representative for the majority of businesses in the business community, stands firmly behind the possible basing of the Peacekeeper Rail Garrison at Wurtsmith Air Force Base.

Many fine people have come and gone through our community as part of our nation's defense team and we say thank you for letting us serve you but above all God Bless You for serving us!

Ferry Sigda, President
Oscoda-AuSable Chamber of Commerce



SISTERS OF CHARITY OF LEAVENWORTH SOCIAL JUSTICE NETWORK

August 3, 1988

My name is Frances Russell. I am a native of Missouri and a Sister of Charity of Leavenworth, Kansas. My community, the Sisters of Charity of Leavenworth, has worked in the Midwest and western United States for 150 years. Members of the Sisters of Charity--some 100 in number--presently work in six of the states proposed as locations for the MX Rail Garrison project. So, I am here as a Missourian and as a representative of the Sisters of Charity Social Justice Network, especially for the Sisters of Charity who work in Missouri and have the welfare of the people here in mind and heart. In addition, I am a professional social worker.

As a Missourian, a voter, a representative of others who work for the health and welfare of people, I oppose the MX Rail Garrison plan. This plan expands the targeting area of the MX missile system dramatically and places more people and land at risk both in this country and in the Soviet Union. It calls for 500 more warheads and over 100,000 miles of track, advances our land based missiles to mobile capacity, and signals to the world that we are intent on escalating the arms race. It is my belief, as an American citizen, that arms control is of major concern to the American people, especially control over weaponry that is provocative in nature and representative of a threat that fosters destabilization on both sides. The MX Rail Garrison plan does this and as such is against the will of the American people.

I also believe that the MX Rail Garrison plan is strategically flawed. If an advantage of mobile missile technology is rapid deployment, this missile plan is a loser. My understanding is that it will take four to six hours to disperse the missile trains from their garisons to their point of destination. It takes only thirty minutes for an intercontinental Soviet missile to reach American soil. A Soviet barrage attack aimed at our "tracks" would not only destroy missiles but significantly increase the destruction of the human population. While it may complicate the enemy targeting, as Colonel Peter Walsh has noted, it creates a greater liability for people and for the system itself.

As a religious person, finally, I am conscious of how every weapon system from its inception to its deployment represents millions of dollars daily, that is taken away from the needs of people. Religious leaders have described the arms race as a direct assault on the poor in our midst. They have called us to a "new moment" of conscience and action in behalf of the growing needs of the human community. The communities which are part of the MX Rail Garrison plan are largely rural communities. Use the billions of dollars earmarked for the MX to rebuild the rural economies of these states. Use Missouri funds for the youth here, for the under educated children and adults, the under insured sick people, the victims of addiction and the homeless in this state. This is peace keeping.

I urge people to oppose this project now and to organize their opposition locally on behalf of the needs of people. Thank you.

S. Frances Russell SSK

DOCUMENT 409

8/26/88
To Whom It May Concern:

I attended the Blytheville DEIS hearings in August 1988, and signed up to receive a copy of the EIS at my Memphis address. Since then, I have relocated to Missouri, and would like it forwarded to that new address. Please mail the EIS to:

DOUGLAS M. MASON
CANDLELIGHT MOBILE HOME PARK
3737 WEST CHESTNUT EXPRESSWAY
LOT 111
SPRINGFIELD, MO 65802

If you have any questions, feel free to call me at (417) 665-1749. Thank you for your attention to this matter.

Sincerely,

Douglas M. Mason
A66000157/JOL SCIENTIST

DOCUMENT 409

DOCUMENT 408

PAWLUX CHAMPION AUTO & TIRE
4218 Gateway Drive
Grand Forks, ND 58201

LOCATION

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

*I Am 100% For peacekeeper rail
Garrison. I feel it is of vital importance
to Grand Forks businesses, and welcome
 newcomers to our area wholeheartedly.*

John McFarren

PAWLUX CHAMPION AUTO & TIRE
4218 Gateway Drive
Grand Forks, ND 58201

John McFarren

Name Street Address City State
Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC BWS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 409

LOCATION BLYTHEVILLE, ARKANSAS

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

THE NEW MADRID FAULT STARTS NEAR CAIRO, IL AND GOES SOUTH INTO THE MISSOURI BOOTHEEL AND NORTHWEST TENNESSEE. IT CONTINUES SOUTH INTO ARKANSAS AND ENDS AT MARKED TREE, AR, ABOUT 35 MILES FROM EAKER AFB. SCIENTISTS HAVE PREDICTED AN 86 TO 97 PER CENT PROBABILITY OF A QUAKE MEASURING 6 OR HIGHER ON THE RICHTER SCALE IN THE NEW MADRID ZONE IN THE NEXT 50 YEARS. SUCH A QUAKE COULD CAUSE HUNDREDS OF DEATHS, THOUSANDS OF INJURIES AND MILLIONS OF DOLLARS IN DAMAGES IN BLYTHEVILLE AND OTHER REGIONAL COMMUNITIES. IN THE DEIS, IT IS EXPLICITLY NOTED THAT RECURRENT INTERVAL FOR LARGE EARTHQUAKES (7.2 MAGNITUDE) ESTIMATED FROM HISTORICAL DATA RANGE FROM 500 TO 700 YEARS. BUT SCIENTISTS SAY THE FAULT'S SEISMIC CALENDAR DOESN'T CALL FOR ANOTHER QUAKE OF 11-12 MAGNITUDE FOR ANOTHER 250 YEARS, AND THE AREA IS ABOUT 4 YEARS OVERDUE FOR AN EARTHQUAKE MEASURING 6.0 ON

DOUGLAS M. MASON 3737 WEST CHESTNUT, LOT 111, SPRINGFIELD, MO 65802

Name Street Address City State
Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC BWS/DEV
Norton Air Force Base
San Bernardino, California 92409

PAGE 2 OF 3

LOCATION SLYTHEVILLE, ARKANSASCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

THE RICHTER SCALE, STUDIES FOR THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) HAVE ESTIMATED THAT AN EARTHQUAKE IN THE 7.4 TO 7.6 RANGE WOULD CAUSE \$40 TO \$50 BILLION IN DAMAGE AND KILL 3,000 TO 5,000 PEOPLE IN THE NEW MADRID REGION. EVEN LESSER MAGNITUDE QUAKES CAN BE VERY DESTRUCTIVE -- NOTE THE RECENT QUAKE AT THE NEPAL-INDIA BORDER AREA IN THE HIMALAYAS THAT KILLED AT LEAST 750 PEOPLE AND MIGHTY TIBETANS. THIS TREMOR MEASURED BETWEEN 6.2 AND 6.3 ON THE RICHTER SCALE. WHILE CONTINENTAL SHAKES ARE NOT OFFICIALLY IN THE AREAS OF THE PENTAGON, PLACEMENT OF MISSILES ON SEISMICALLY ACTIVE ZONES IS WITHIN THE REALM OF MILITARY POSSIBILITIES. LT. COL. WALSH POINTED OUT AT THE EARER AFB SCOPING MEETING THAT THERE IS NO RISK OF DETONATION AS THE RESULT OF SUCH AN

DOUGLAS M. MASON, 3737 W. CHESTNUT, LOT 111, SPRINGFIELD, MO 65816

Name	Street Address	City	State
Please hand this form in or mail to:	11 Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92408		

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LOCATION SLYTHEVILLE, ARKANSASCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

AN EVENT. THE EXPERTS ALSO TOLD US THAT THE CHALLENGER LIFTOFF IN JANUARY 1986 WAS FOOLPROOF, AND THAT THE TITANIC WAS UNAVOIDABLE. I WOULD APPRECIATE DETAILS ON PREVENTING MATERIAL STRESS ON THE MISSISSIPPI FLOODPLAIN BY SUCH A DISASTER AS THE 1917 QUAKE FROM GETTING INTO SURFACE FLUX AND ULTIMATELY THE GULF OF MEXICO. ALSO, PLEASE REMIND TO MY CONCERN ABOUT THE RATHER CRYSTIC DISCUSSION IN THE DEIS ABOUT LIVELIHOOD OF QUAKES AND EFFECTS ON EARER AFB. FOR EXAMPLE, EXACTLY HOW FAR IS THE GASE FROM THE PAULT LINE? I WOULD APPRECIATE DETAILS ON THE RATIONALE BEHIND LOCATING MX MISSILES AT EARER GIVEN THE CATASTROPHE (MT ACCIDENT) JUST WAITING TO HAPPEN. I ASK THESE QUESTIONS WITH RESPECT AND WOULD APPRECIATE AN HONEST ANSWER ADDRESSING MY CONCERN.

DOUGLAS M. MASON, 3737 W. CHESTNUT, LOT 111, SPRINGFIELD, MO 65816

Name	Street Address	City	State
Please hand this form in or mail to:	11 Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92408		

Thomas E. Neale
198 Archer Ave.
Shreveport LA 71105
9-33-88

Director of Environmental Planning
AFRC-BMS/DEV
Norton Air Force Base, California 92408-6008

Dear Director:

I am writing to express my concerns regarding the deployment of the MX missile system at Barksdale AFB in Bossier City.

I believe your research was comprehensive and I thank you for allowing public access to the information you have compiled. I will list my concerns for the Shreveport-Bossier area and then my concerns for the MX system as a whole.

1. I am concerned that the prehistoric sites of the Caddo Indian culture will be lost or damaged by MX deployment. I consider these buried sites to hold valuable information about the lives of those who lived here before us. They not only have considerable educational and cultural value, but have significance for those people of Caddo ancestry. How will you preserve the integrity of these sites? Will you allow archaeological groups to uncover and explore these sites? Will they be accessible to the public if the MX facility is installed?

2. I am concerned about the habitat of the American alligator. Even though there is a hunting season for the alligator in the State of Louisiana, it is highly controlled and restricted. Can American alligator is

Sound only in a few Southern States and no where else in the world. The habitat on Barksdale AFB and the surrounding area is probably the northernmost production of this species. Therefore I believe it makes our area special in that it can support the fragile life systems of such species as the American alligator. What will you do to protect the habitat of this species?

3. I am also concerned about the Bald eagle and the red-cockaded woodpecker, both endangered species and federally listed. I would not like to see the habitat of our national bird disturbed. Also, the woodpecker plays an important role in another problem encountered here in Louisiana. We have a rather large problem in controlling the pine beetle. There are at this time no known insecticides that can control this pest. Our only defense other than anti-and-burn programs is our natural defense, predators like the red-cockaded woodpeckers. They are an important part of our ecological system. I hope you will consider this before you make your decision. What will you do to preserve the habitats of the Bald Eagle and the Red Cockaded woodpecker?

4. I am concerned about the traffic congestion that will occur at the main gate on Barksdale Rd if the MX is deployed. It is already a highly congested intersection. When a train is crossing, traffic becomes a nightmare. Do you have any proposals for alleviating the problems in this busy intersection?

5. At the Scoping hearings last 2-3, concern was expressed for railroads at other bases for a inadequate rail facilities. I am concerned that our jobs are overcrowded here also and that you may need to investigate that situation. Furthermore, Bossier City is currently considering the layout of 50-55 policemen. Do you have any concerns in this area? Any solutions?

3.

In regards to my concerns about the MX system as a whole, I have these questions:

1. I feel the safety of this system is questionable. In a time of crisis and the MX is put on the nation's rail system, how can acts of sabotage and terrorist acts be prevented? It would seem rather simple to stop the MX in its tracks by destroying a small section of the rail system. Repairs to a rail system would be long and difficult, especially relative to the situation of a national crisis. How will you prevent acts of sabotage?
2. If the enemy were to detonate a nuclear weapon 200 feet in the atmosphere above Shearwater-Bosch would the electromagnetic pulse cause an electricity failure throughout the area? How would you be able to communicate with the MX train in order to give it instructions? Would the train even be able to operate under these conditions?
3. The workmanship at the Northrup plant has been repeatedly "shoddy". The Air Force has repaired and fixed Northrup several times in the past few years. What have you done to insure the quality of workmanship? And what about the Northrup Corporation and their problems with the guidance system? Are you satisfied with their work and how you adhered to proper inspection schedules?
4. I believe the MX system costs too much, especially in terms of its effectiveness and its vulnerability. I fear that this is not a defensive system, but offensive, giving our country first-strike capabilities. Why do we need first-strike weapons? I am against weapons that would cause death and injury to innocent women, children, and men. I

4

- 11 I firmly believe that peaceful endeavors of much greater potential could be had for 10 to 15 Billion dollars. Peace will come through cooperation, not confrontation.
- 12 As an alternative peace plan, why not use this amount of money in an exchange program where the children of U.S. military officers and USSR military officers would go to schools in the other's country. I believe this will prevent nuclear war and promote understanding between our nations.

Thank you for the opportunity to state my concerns and views. I hope they have not fallen on deaf ears. I truly believe most people in our Armed Forces want peace for the U.S. and the world what we need is a better understanding of what is at stake for all of us and what real peace is all about.

Sincerely,

Thomas E. Speake

Member: National Association of Real Estate Boards and Institute of Real Estate Brokers



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August 17, 1988

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Information subject to verification not guaranteed

Director of Environmental Planning
AFRC-BMS/DEV
Minot Air Force Base, CA 58409-6448

Re: Peacekeeper Rail Garrison

Dear Sir:

The writer as an Agricultural Economics graduate with minors in crops, dairy industry, soils, animal husbandry, conservation, animal nutrition and human nutrition, 42 year American Legion Member, former City Alderman do hereby heartily accept and agree with and endorse the Environmental Impact Document after a thorough study of same.

Based on several decades of experience, it is proven conclusively that there has been no friction or problem between the present Air Force Base including the Missile Fields, and the City of Minot and its entire territory. Minoters are comparably unselfish; example: reasonable, settling for actual cost where a sonic boom may have cracked a masonry wall or a foundation wall. The situation has proved to be ideal and there is little doubt that such would continue were the Peacekeeper Rail Garrison to be located in the Minot Area.

In the field of utilities there is competition between the utilities and sufficient capacity and willingness to serve. The Peacekeeper Rail Garrison Project should be well and gladly taken care of at the most reasonable rates with quick, efficient, complete low cost service.

Transportation facilities are extensive, swift, and economical, which in the opinion of the writer would serve the Peacekeeper Rail Garrison Project very well. Rail safety records here are tops in the Nation. We have adequate, even surplus housing, at low, low rental rates.

As for the land use, it would seem conclusively that we have the lowest land cost in relation to land quality of any place in the United States. The land holdings are large, accounting for the very sparsely populated area. It would seem that the Peacekeeper Rail Garrison Project would shy away from heavily populated areas where the farms are smaller and there are no ranches and where the market value of the land is extremely high by comparison.

With regard to cultural resources, Minot is simply outstanding; it's small University has done much to accomplish this. The size of the University is emphasized because it does not harbor adverse social, and political activists who often reach the militant stage. There is virtually none of this element in the Minot Area. The mathematical probability that there could be any water pollution from this Project strains the imagination, since it is virtually zero.

Air quality in the Minot & Northwest North Dakota Area certainly is the highest and best quality in the United States, & is not apt to be jeopardized by Rail Garrison in any way.

As previously stated the writer heartily agrees with the findings of the Impact Statement; the writer, his associates and clientele differ in no way with the findings of the Impact Statement.

It is urged that Minot be given top priority in the search for the ideal location of the Peacekeeper Rail Garrison Project. Your attention is appreciated.

Respectfully submitted,

ALLEN REALTY COMPANY

Earl Allen, Owner

EA:ch

Copy to: Minot Air Force Base

Heber M. Sargent
1114 Edgemoor Rd.
Spokane, WA, 99218
Aug. 27, 1988

Director
Environmental Planning Division
AFCEE
Ballistic Missile Support
Norton AFB, Calif.

- 1 I believe that deploying four or more MX
- missile carrying trains at Fairchild AFB is
- environmentally unsound.
- 2 When based in garrison, the MX trains
- would be more susceptible to successful Soviet
- 3 attack than the missiles are in their current
- fixed site. The MX trains, when dispersed
- 4 out of garrison, would be even more vulnerable
- to attack, resulting in easy destruction of the
- 5 trains. Fairchild, as well as the surrounding
- areas could become targets for barrage attacks.
- The missile trains may be vulnerable to
- salvage and will be susceptible to accidents.

accident, successful attack on the rail-
garrisoned missiles, or sabotage will result
in catastrophic destruction of lives in this
well-populated area, irreversible devastating
health effects, and environmental ruin.

6 The risk involved in having an MX rail-
garrison system at Fairchild or anywhere else is
unacceptable.

Sincerely,
Heber M. Sargent

LOCATION Warrensburg, Missouri
Whiteman AFB
COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Attached is a final copy of the Whiteman Committee's comments
on the Draft Environmental Impact Statement for Peacekeeper
Rail Garrison Program.

We thank you for allowing us to provide our written comments.

Name Heber M. Sargent Street Address 1114 Edgemoor Rd. City Spokane, WA State 99218

Please hand this form in or mail to:

Lt Col Peter Walsh
AFCEE-BMS/DEV
Worton Air Force Base
San Bernardino, California 92409

Comments on the Draft Environmental Impact Statement for
Peacekeeper Rail Garrison Program.

Thank you Col. McShane, Public Officials, Commanders at
Whiteman AFB and Ladies and Gentlemen. I am Jerry E. Brown.
I am representing the Whiteman Committee which is a
committee with the stated purpose: "To promote the
expansion, development and effectiveness of Whiteman AFB."

1 In an effort to reserve my remarks to the Public Hearing of
the Draft Environmental Impact Statement it must be
said the document is second to none. This document provides
anyone with the totality of information needed to make an
enlightened decision of the Peacekeeper Rail Garrison
Program. You, Col. Walsh, and your organization must be
lauded for your effectiveness in producing such a product.

The first responsibility of any society is to provide
security for that society...that is why we are here
tonight...in an effort to assist in providing the security
to the citizens of the United States of America.

The Draft Environmental Impact Statement indicates there
could result significant impacts on two resources: land use
and biological. The wetland and forest loss as described
would be minimal in our opinion. Realizing that some wild-
life would be displaced, it is also a known fact, that some
of the wildlife inhabiting in these wetlands and tree areas
cause severe limitations to aircraft operations. The engine
ingestion or Foreign Object Damage (FOD) will become more
significant as increased A/C operations are put into place
at WAFB, therefore, potential impact could be advantageous
if the wildlife were relocated, so the bed down of the Rail
Garrison Program could proceed.

Your consideration on page 4, 11-14, and in other locations
throughout the Impact Statement, entitled Mitigation
Measures are outstanding. These are the types of
considerations required by the communities in the Whiteman
ROI to feel comfortable with a new defensive system which
will make the Rail Garrison Program effective.

Our communities and towns know they will need to change and
become more effective to meet the needs of Rail Garrison--
they are ready to do just that!

The Impact Statement has provided an accurate and factual
view of the socio-economics, utilities, transportation, land
use, cultural resources, biological resources, water
resources, geology and soils, air quality, noise and finally
a comment on the concerns associated with a possible second
Rail Connector.

The people of Missouri have been on the cutting edge of National Defense since 1942. Missourians are strong, resilient, hard working and believe in the freedoms of free balloting, participating in the roles of strengthening society and the freedom to worship as they choose. Missourians want to continue to participate in the role of providing some measure of National Defense into the 21st Century. Allowing Americans to have the right to security—free speech, free worship and the freedom of choice.

The Whiteman Committee endorses the Draft Environmental Impact Statement for the Peacekeeper Rail Garrison Program. We stand ready to support a full scale production and the Initial Operational Capability of this Program at Whiteman AFB.

Thank you,
Jeff E. Brown

UNION OF CONCERNED SCIENTISTS

1616 P Street, NW 531a · Washington, DC 20036 · (202) 333-9900

31 August 1988

Director of Environmental Planning
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409-6448

To Whom it May Concern:

The Union of Concerned Scientists has reviewed the Draft Environmental Impact Statement (DEIS) on the MX Rail-Garrison basing plan prepared by the US Air Force; our comments follow. We request that these comments be printed in the Final Environmental Impact Statement (FEIS) and that a copy of the FEIS be sent to our Washington, DC office at the address listed above.

We believe that the DEIS is deficient in a number of areas. Specifically, we believe that the Air Force has failed to address the following important questions:

1. WHAT IS THE EXACT LIKELIHOOD OF A SOLID-FUEL EXPLOSION?
There appears to be some confusion in the sections describing the likelihood and consequences of mishaps involving the missile's solid- and liquid-fuel propellants (sections 5.4.1 and 5.4.2, respectively). In particular, the pathway and likelihood of the two liquid-fuel components igniting and the resulting ignition or detonation of the solid-fuel elements are not fully explored. While examining

Cambridge Office: 26 Church Street · Cambridge, Massachusetts 02238 · (617) 547-5552

the environmental and health concerns of the solid-fuel propellants, the DEIS describes the chance of a fire igniting and detonating the solid-fuel missile stages as an "extremely unlikely event" (page 5-28). Later descriptions of liquid-fuel mishaps, however, throw this sanguine assessment into doubt. In discussing accidents involving liquid-fuels, the DEIS explains that detonation of one liquid-fuel component—monomethylhydrazine (MMH)—"could" occur given a requisite concentration of MMH as low as 2.5 percent to 4.7 percent and the presence of an ignition source (page 5-33). The liquid-fuel stage, in fact, carries its own ignition source for MMH in the form of nitrogen tetroxide, the second element of the liquid-fuel propellant. According to the DEIS, these two chemicals "ignite spontaneously on contact with each other" (page 5-35). The overall safety consequences of mixing MMH and nitrogen tetroxide, with their subsequent ignition, can be tentatively pieced together from the report. In the case of a liquid-fuel fire, the DEIS admits that the heat "could involve the adjacent solid propellants and cause them to ignite or explode. . ." (page 5-35; emphasis added). More serious still, if nitrogen tetroxide and the requisite concentration of MMH were present, the resulting detonation of MMH "would immediately involve the solid propellants in the missile" (page 5-33). The DEIS has not provided the information necessary to assess the likelihood of these liquid-fuel accident scenarios beyond the fuzzy verb "could"—no quantitative analysis of the probabilities of such events is given. Furthermore, the report does not assess adequately either the impact of a liquid-fuel fire or the consequences of an explosion of the solid-fuel propellants. In sum, under the scenarios sketched in the paragraphs above, it is not at all clear that the Air Force has done the necessary work to conclude that detonation of the solid-fuel components would be an "extremely unlikely

event."

2. FOR EACH ISSUE, WHAT WILL BE THE IMPACT ON NON-GARRISON SITES THROUGH WHICH MX TRAINS WOULD TRAVEL UPON DISPERSAL?
The courts have found that the Air Force is not required to assess the environmental impacts that would result from non-peace-time or intentional use of the silo-based MX. However, unlike the silo-based MX, which has only two operational modes (peace-time, during which the missile remains in its silo, and wartime, during which the missile is launched intentionally), the MX Rail-Garrison presents the Air Force with three operational modes: in garrison, out of garrison, and launched. Only the third mode can be characterized as a wartime use, and thus exempt under the court's ruling, from review in the DEIS process. The United States will remain at peace during both the in-garrison period and when the MX trains are dispersed. This is clearly shown by the Air Force's commonly used example of the type of crisis which would provoke dispersal: the Cuban Missile Crisis of 1962. Although American armed forces were placed on alert during that crisis, hostilities never occurred, the United States never went to war, and dispersed forces returned to base unused. It is clear that during such a dispersal MX trains carrying nuclear-armed and fully-fueled missiles could have a significant impact upon the cities and rural areas through which they would travel. The risks of substantial property damage and severe personal injury or death are much greater during this dispersal period than during normal in-garrison operations. The Air Force should fully assess the impact of all such peacetime operations, as required by law.
3. WHAT WOULD HAPPEN IF AN MX TRAIN COLLIDED WITH A VEHICLE CARRYING COMBUSTIBLE SUBSTANCES?
When assessing the possible hazards to the MX Rail-Garrison system (section 5.2), the DEIS ignores the nature of the

other rail or road vehicles involved in a collision with the MX train. The only variables used to determine the forces that might lead to missile damage during a mishap were "collision speed" and "length of fire" (pages 5-10 and 5-11). There is no discussion, for instance, of the effects on the missile system's integrity resulting from a collision with a road or rail vehicle containing flammable or explosive substances.

4. WHAT SAFETY AND ENVIRONMENT EFFECTS WOULD RESULT FROM TRAIN SABOTAGE?

The environmental and safety concerns over sabotage are not adequately addressed. This threat is most relevant once the trains are released during a "strategic dispersal". While it is unlikely that Soviet sabotage would occur outside the context of a US-Soviet war, third parties, such as terrorist groups, could attempt to destroy the MX-bearing trains for their own purposes. There is no discussion, for example, of the effects on missile integrity of an attack on the trains by stand-off weapons or land mines. Similarly, dispersal of nuclear weapons throughout the country could provide tempting targets for third parties desiring to acquire a nuclear warhead (or 20 of them). We agree with the DEIS that security personnel on-board the trains probably would be able to prevent the physical takeover of the trains and warheads from any predictable terrorist attack. However, the final EIS should address the implications of such an attempt, as well as the consequences in the unlikely event that such an attack were to be successful.

5. WHAT ECONOMIC IMPACT WOULD RESULT FROM TRAIN ACCIDENTS?

While the environmental and health effects of various types of train mishaps are evaluated in the DEIS, their economic impacts are not examined. Such an assessment should not be limited to the areas surrounding the garrison sites, because

the most dangerous accidents could occur when the trains are on the rail system. This is especially true during strategic dispersal, since that will be the only time that both missiles and nuclear warheads will be carried (Table 5.3.1-4). Whatever the likelihood of such accidents, local areas throughout the country need to be informed of the environmental and health costs.

6. WHAT WOULD BE THE IMPACT AT WARREN AFB, WYOMING OF USING EXISTING SILO-BASED MX MISSILES FOR THE RAIL-GARRISON SYSTEM, AS REQUIRED BY LAW?

The Air Force has estimated the positive economic impact of the Rail-Garrison system at each deployment site. However, it has not evaluated the negative economic impact which would occur at Warren AFB, WY, if the Pentagon chooses to supply the 50 missiles needed for the Rail-Garrison plan by withdrawing missiles currently based in silos there.

Indeed, under current law, which limits to fifty (50) the total number of MX missiles that can be deployed, the Air Force would have no choice but to use the currently deployed missiles for the Rail-Garrison system. The negative impact assessment should deal with all effects of such a missile withdrawal, but should primarily focus on the socioeconomic areas where the greatest impact can be expected: number of jobs lost, projected decline in local population and school attendance; overall decrease in personal income and the local tax base; etc. As an example of potential negative impact, according to Air Force figures, the switch from silo-basing to Rail-Garrison can be expected to cause a loss of 148 permanent jobs, as 590 permanent jobs associated with the silo-based MX force would be replaced by only 442 permanent jobs created by the rail-garrison system.

In short, we believe that significant changes are necessary to ensure that the Final Environmental Impact Statement (FEIS)

adequately addresses the full impact a deployment decision would have, as required under the National Environmental Policy Act. Each of the issues raised above must be addressed by the Air Force if the FEIS is to have any validity. Failure of the Air Force to produce an adequate FEIS would provide the Congress with additional justification to reject the Administration's proposal.

Sincerely,

Robert Zirkle

Robert Zirkle
Weapons Analyst

515 East 21 Street
Cheyenne, Wyoming 82001
August 27, 1988

Lt. Col. Peter Walsh
AFRC-DMB/DEV
Norton Air Force Base, California 92409-6448

4 Dear Colonel Walsh:

I appreciate being given the opportunity to respond to the draft Environmental Impact Statement prepared for the rail garrison program. There are several questions I ask the Air Force to address in the final EIS.

1. How will 500 more warheads make the USA safer? What is the rationale behind deploying more nuclear warheads? Why is the Air Force so interested in deploying the missiles on rails when the Scowcroft Report mentions a small ICBM as a favorable manner for deploying the MX?
2. Isn't the rail garrison project prone to enemy attack or sabotage? The igloos where the missiles will be deployed are not hardened and the railroad tracks, the primary component for transporting the missiles, are everyday railroad tracks. The draft EIS states, "When directed by the National Command Authority, trains could be moved onto the rail network. Within several hours of notification, Peacekeeper trains could disperse over thousands of miles of track, thereby complicating the enemy's targeting task." It doesn't sound like this system is effective at all if it takes SEVERAL HOURS to move the warheads. How does the Air Force explain the need for a system that is much slower than existing ICBMs?
3. Isn't this system going to add a great deal of noise and hence noise pollution to Cheyenne's residential areas?
4. Since the no action alternative is only briefly discussed, please offer an in-depth analysis of the no action alternative. What the Air Force has already written does not adequately address the topic. What happens if the USA does not deploy this weapon? In your opinion are we, the citizens of the United States, in immediate danger if Congress does not approve the rail garrison project? This question relates to the first question that I asked, how will this weapon make the USA safer?
5. Please discuss the comparable mobile system that the Soviet Union already has. Aren't the Soviet mobile weapons deployed on a very limited rail line? Are the Soviet missiles deployed on public rails?
6. Why weren't public hearings held in communities that will

1705 W. Oak
Jonesboro, AR 72401
July 1988

Director, Environmental Planning
AFRC-EMD/Dev
Horton Air Force Base
San Bernardino, CA 92409-6648

Dear Director:

I have attended a public hearing held in Blytheville, AR and have read the Environmental Impact Study on the Peacekeeper Rail Garrison Program, and as a member of the Arkansas Peace Center am making this response.

This massive nuclear movement program poses many issues of great concern, the most significant being the prospects (and prospects always exist in any human endeavor) of destruction of human environment, human habitat, historical sites, human existence that the development of this project presents. Like anything else of defense created to date, nuclear programs of this magnitude only serve to remind us of how limited this program will become in a relatively short period of time, and how deterioration and a limited life span are part and parcel of such a proposal.

While in the short-sighted view of things this Rail Garrison Program would boost the economy, and provide significant revenue and public resources, in the long run it would become a negative impact on society, a terrible concern for future generations in determining how to dismantle, destroy, or disarm, if unmade, all nuclear (and non-nuclear) materials stored and built. "All that goes up has to come down", as the principle states. As more nuclear weaponry is created and mobilized in any fashion, the risks of technological breakdown and disaster are heightened. The most important consequences of technological disaster appear to be social and psychological. We have to consider that the results of failed technologies of such impact as this Rail Garrison program will lead to new social realities. Because we find in every failure an opportunity to develop bigger and better defense systems, the effort results in an even greater drain on our usable resources all around. Our country has not even managed the proper dismantling and disposal of already existing nuclear wastes and operations, much less determining effectively the same for these yet-to-be MX Rail Garrisons.

1 My recommendation, therefore, is to direct valuable resources toward nuclear disarmament and peaceful resolutions while also working on utilizing what is already available to us to its maximum benefit.

7 also be impacted such as Laramie or Scottsbluff? Since the impact of the rail garrison encompasses a large area, does the Air Force plan to hold more hearings?

8 7. How many permanent jobs will be added to Wyoming's economy? Ultimately how many Wyoming people will be hired as civilians in permanent positions by the Air Force for the rail garrison project?

9 B. Will the guidance system in the rail garrison MX be more reliable than the guidance system in the MX missile deployed in Minuteman silos? It is well known in Cheyenne that the MX missiles are frequently "down" because the guidance system is not working. Who will manufacture the guidance systems for the rail garrison project? If Northrup is hired again, will there be closer scrutiny of the procurement of parts and the manufacture of the guidance system?

10 9. What will the Air Force do about metal fatigue in the MX missiles currently on-line in Wyoming? How does the Air Force plan to improve the shell of the missile or the defective parts?

11 10. The Air Force very briefly mentioned at the public hearing that there have been nuclear accidents, but assured us that the danger of contamination is minimal. Through out the history of nuclear program there has been a history of accidents known as Broken Arrows, so why wasn't a more accurate picture of the accidents discussed? What about the accident in Greenland in 1968? When the B-52 crashed in Spain during 1966 and the ground was contaminated didn't DOD have to bring the contaminated soil back to the USA for disposal? How can the Air Force be so confident about the safety of the MX when there are numerous problems with the missile such as the guidance system and metal fatigue?

12 11. Where will the nuclear waste be disposed of for the rail garrison project?

There are numerous other questions that should be addressed if the EIS is to accurately depict the impact of the system. I hope the Air Force will make a concerted effort to answer all the questions, not just the ones they want to answer. I look forward to reading the final EIS.

Sincerely,

Eileen F. Starr
Eileen F. Starr

LOCATION Blytheville, AR DATE July 88

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

1 I do not believe that the existing "Peacekeeper" missiles need to be "deployed in mobile or fixed basing modes" as there are plenty of these missiles already set up and ready to go in various sections of the continental U.S. sitting quiet and ready to do their catastrophic work once triggered. All this portends to do (in the Rail Garrison Proposal) is to move around what's in existence so as to fool the enemy as to their locations and make it more difficult for the enemy to target our weapons. This only serves to "move around the potential and actuality of nuclear attack". By so doing we only serve to convince ourselves of our own continued vulnerability and enhance the risks of actually being vulnerable. In other words, we feed vulnerability with vulnerability. And we allow the enemy to feed into that vulnerability, instead of working to strengthen each others' trust, compatibility, and need for non-nuclear based defense.

Since we already know we can adequately defend ourselves and have the capacity 100 times over to do so, it is all the more foolhardy to keep proving to ourselves or our viewer that that defense is to penetrate and is need of "protection". The unmet is the creation of more fear that we cannot maintain our strengths and, therefore, add fear to fear, instead of the opposite. The end result of such self-deception is only self-destruction. For a "wise" enemy will destroy us at the root of our fears.

Sincerely Submitted,

James H. Miller
James H. Miller
Jonesboro, AR

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-EMD/DEV
Horton Air Force Base
San Bernardino, CA 92409

QUESTIONS ON MX
RAIL ROAD SAFETY
10 AUG 1988
DARRYL MILLER
204 E. 2ND AVE.
CHEYENNE, WYO. 82001

1 1. HOW WOULD THE MISSILE TRAINS OPERATE?
WOULD MISSILE TRAINS HAVE PRIORITY OVER
OTHER TRAFFIC? HOW WOULD MX RAIL
OPERATION'S AFFECT RAILROAD OPERATION?

2 2. MX RAILCARS WILL BE WIDER THAN
AVERAGE (9 FT.) IF CAR EXCEEDS 9 FT IN
WIDTH OPERATORS MUST ANNOUNCE ITS PATH
AND CLEAR THE RAILS OF ANY CARS COMING
IN OPPOSITE DIRECTION. WHAT ARE THE
SECURITY IMPLICATIONS OF THIS?
FEDERAL RAILROAD ASSOCIATION IS CON-
CERNED ABOUT THIS.

3 3. MX MISSILE WEIGHS 200,000 LBS, LAUNCH
MECHANISM WEIGHS 200,000 LBS. FEDERAL
LAW STIPULATES CARS CAN WEIGH UP TO
500,000 LBS AS LONG AS IT HAS A SUFFICIENT
NUMBER OF AXLES. WILL MX TRAIN
COMPLY WITH THE RULE OF 500,000 LBS?
CAN ALL TRACKS ON THE MX SYSTEM
WITH STAND THE LEGAL LIMIT? AVERAGE
BOX CAR WITH CARGO WEIGHS 90,000 LBS.

4 4. CENTER OF BALANCE IS A CONCERN
ON THE MX TRAIN
HIGH WIND SPEED IN WYOMING
IS HIGHER THAN 45 MPH.

LOCATION ChapmanCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

3/88 I am a homeowner, resident of Chapman. I mailed 11 questioning cards of which were specifically addressed in detail in the EIS draft statement. I received my EIS draft 5 days ago and was struck that several areas of concern were only superficially or generally addressed. Concern #1 - Economic - what adverse economic effects will result from this project?
A. How much money is at risk from city, county, state, federal in event the Air Force fails to respond to citizen complaints?
B. How many jobs will be lost to Chapman Laramie County & Southeast Wyoming by new businesses who refuse to relocate here because of this project's existence?
Concern #2 - Noise Pollution - What decibel's range will residents be exposed to when this project is under construction? What will be the sound level when this project is completed?
Ed Waisaw 977 W 26th Chapman, WY

Name _____ Street Address _____ City _____ State _____ Zip _____
Please hand this form in or mail to: Lt Col Peter Walsh
AFCE-BMB/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION ChapmanCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As chair of the Social Sciences Committee of the Chapman Lutheran Universalist Church I would like to invite representatives of Western Air Force Base to meet here to have with conceptual church lay persons to address the moral implications of the Rail Garrison project. I believe the ethical & moral implications are specifically not included in the EIS or similar public relations events. Specifically addressing these implications would demonstrate much good will on the part of Western Air Force Personnel. In the event that Western Air Force Personnel are unwilling to attend this proposed meeting I would like to extend this invitation to General Chain, Head of the Strategic Air Command who also happens to be a Lutheran Universalist member. Thank you.
Ed Waisaw 977 W 26th Chapman, WY

Name _____ Street Address _____ City _____ State _____ Zip _____
Please hand this form in or mail to: Lt Col Peter Walsh
AFCE-BMB/DEV
Norton Air Force Base
San Bernardino, California 92409

Completed in a thoughtful, meaningful way. Our spouses, colleagues and progressive personal pursuits upon this. & cultural development



CLERK OF LARAMIE COUNTY

JANET C. WHITEHEAD

August 8, 1988

Lt Col Peter Walsh
AFCE-BMB/DEV
Norton AFB, CA 92409-6448

Dear Colonel Walsh:

Our office has been asked to respond to the public finance topics in the Draft Environmental Impact Statement - Peacekeeper Rail Garrison Program (Sections 4.2.1.2 through 4.2.1.5) as they relate to Laramie County, Wyoming.

The amounts stated for revenues and expenditures for FY87 are basically correct, but the stated reserve funding level of \$3.8 million is most misleading. Furthermore, our newest fiscal projections are dramatically different from stated base line projections for the project period. Unfortunately, the reserve funding level of \$3.8 million represented the total fund equity of the general fund and all special revenue funds of Laramie County, Wyoming, which includes several oversight agencies over which the County can exercise only limited control. These funds may be legally restricted in use and in fact, are not available for the general or expanded operations of the local government. A more accurate reserve funding level for FY87 is \$1.7 million which represents unrestricted and unreserved fund balances and is, in fact available for use in general and expanded operations. It should also be noted that this amount represents only about one month's operations for our local government and is considered necessary to even out our cash flow cycle which has many peaks and valleys.

In reviewing the base line projections for the program period of 1990 to 1995, we question the accuracy of revenue and expenditure projections in the amounts of \$13.1 to \$13.5 billion. We have concluded that your baseline model has failed to detect and project the major downturn in the sources of funding to local governments (for example federal revenue sharing and state mineral severance taxes) in the state of Wyoming. Our revenues in FY86 were \$13.7 billion, but dropped to \$11.3 in FY87. Revenues dropped again in FY88 to \$10.9 billion, or loss of 21% in just two years. This has forced our local government to make staff and service reductions in the areas of law enforcement, public health, animal control and administration. These revenue decreases have also reduced our precious reserve funding to \$6 million FY89 as our governing board attempts to maintain the necessary services for our citizens. The only relief we have received has come from our state legislature in granting a one time distribution from state trust funds for FY89. However, if a permanent solution is not found to the current

P. O. BOX 608 CHEYENNE, WYOMING 82005 (307) 638-4266

funding crisis, Laramie County, Wyoming is faced with making more cuts in staff and services in FY90. Our projected revenue for FY90 is only \$11.1 million, 15% to 18% below the baseline projection for that period.

In conclusion, while our local financial situation may not be of concern in making the decision to complete the Rail Garrison Program, it will have an effect on the ability of our County to provide the increased services required by the impact of the project. It would be helpful for the impact statement to include the projected amounts of the increases in sales taxes, fines, fees, etc. which will be generated by the program during the project period.

Sincerely,

Janet C. Whitehead
Janet C. Whitehead, CRM
Clerk Of Laramie County

Robert W. Cook
Robert W. Cook, CPA
Fiscal Officer

LOCATION

Great FallsCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

*Statement attached.*Sue Dickenson - 620 Riverway Dr. E., Grt. Falls, MT. 59404

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

August 30, 1988

My name is Sue Dickenson. I live in Great Falls, as a wife and mother of three teenagers, and teach in the Great Falls school system.

I would like to first of all, point out the misleading use of the English language in the D.E.I.S. For example, "Peacekeeper" is now the official name for "MX." Why not call it what it is--since its inception as a missile system--MX? Changing its name does not change its character. Also "re-entry vehicle" is the more gentle term for "nuclear warhead and guidance system." And in the D.E.I.S. the word "misstep" is used to describe an "accident," involving nuclear materials, rocket fuel, etc. "Misstep" describes an incident such as spilling coffee on the table or locking your keys in the car. Nuclear "accidents" bring to mind Chernobyl and Three Mile Island. The government's manipulation of the English language attempts to create a feeling of well-being, a positive image, a sense of security, one that does not reflect the reality of the situation and the system. This language manipulation makes it difficult for citizens to intelligently decide the issue, to be able to wisely assess the system. I maintain the language is a deliberate attempt to mislead American citizens and I very much resent it.

A few points I would like to clarify in regards to the D.E.I.S. The study clearly shows, the unemployment rate in the Great Falls area will change appreciably as a result of MX-Rail Garrison at MAFB. How city officials can maintain this system will create jobs and lower unemployment in Great Falls puzzles me when the study shows no such change in unemployment rate.

Second, the figure of student-teacher ratio of 21-1 in the Great Falls school system is highly inaccurate. The superintendent conceded last spring to staff that there are in actuality a much higher number of students per teacher in the classroom. The 21-1 figure included non-teaching personnel and therefore, greatly distorts the figure. Our schools are crowded; a bond issue has been proposed, whether or not mitigation with the Air Force will totally cover the additional educational costs is doubtful based on current figures (1986-87), federal funds paid for 36% of educational costs for federally connected students; the funds are from the Dept of Education, whose budget is forecast to be cut each year until the 1990's, and the budget crunch in Washington, D.C.

Third, comments at the hearing indicated a willingness on the part of some people to cooperate and sacrifice Montana to the larger defense picture of our country, expressing trust and confidence in the decisions made by the administration and Congress. Although I share generally their confidence in our government, it is capable of errors in judgment, corruption, and poor planning (i.e. Pentagon procurement, contracts, etc., etc.). Therefore, I do not want to submit my state, my community to irreparable harm from additional missile systems here.

Fourth, the forecast cost of Rail Based MX is \$10-\$15 billion in 1986 dollars. I maintain the environmental impact of this is NEGATIVE. Every other federal program is a poor stepmother to the military budget. When such vast sums are spent on military hardware, farmers, unemployed, children in our schools, hungry people, environmental protection and cleanup, federal highways, etc., etc.--all these suffer as there is not enough to go around. The priorities of the citizens in this country are not reflected in the continuing arms buildup.

Last, the D.E.I.S. states armed Rail-Based MX will be sent out on the rails only in a crisis situation such as the Cuban missile crisis in the '60s. I question our capability technologically and from a human standpoint to handle such a crisis situation. The incident involving the Vincennes clearly shows the flaws of our high tech equipment. Decisions must be made by people, who do not always have a clear picture of events, in spite of all the high tech equipment

-2-

available. Technology has its failures. The human factor under stress of combat and crisis has also been shown to err. With the men operating rail-based MX, there will certainly be stress, tension building over a period of time, perhaps even a sort of combat scenario. To quote Maj. Harry Willey of the Florida-based Central Command which investigated the shooting down of the Iranian passenger plane, "what you had was a combat scenario, which is always characterized by confusion. . . such a scenario could be duplicated again, in the gulf or anywhere in the world." With the massive power of MX and the possibility of beginning the last war by using it (and perhaps by mistake), I cannot understand putting individuals in the military and all of civilization in such a dangerous position where reliance on technology and human judgment can sometimes fail. We have more than enough missiles now.

In conclusion, the Rail-based MX reminds me of the title of Ralph Nader's book Unsafe at Any Speed. MX is unsafe in any mode. Rail-based MX will be destabilizing internationally, dangerous game playing when the opportunity is ripe for arms reduction. Safety questions have not been adequately answered for me--we are not talking about MISHAPS. One "misstep" could leave my community contaminated and sterile for centuries. It is too expensive when our society has many other needs. Our security will not be enhanced by more weapons but by fewer and a new approach to international and fiscal situations.

Statement of
Senator Bradley Wallop
said, quote, "The MX is not
a defensive weapon, but
a offensive one. It is the
only weapon we have which
can threaten the Russian
missiles in their silos."

*Statement of**Senator Bradley Wallop*

said, quote, "The MX is not
a defensive weapon, but
a offensive one. It is the
only weapon we have which
can threaten the Russian
missiles in their silos."

I realize that my questions
in the previous hearing
about intentional use of the
missiles have been off base.
By the Eighth Circuit Court
of Appeals. But I have a
question about whether the
offensive nature of the MX
should stimulate the
intentional use of our
strategic missiles and
to ask what the environmental

16

16

1 report on Chicago would be of a Soviet attack on response to an offensive threat to their forces, and I don't believe the question was one of one outlined by the Soviet.

2 As a corollary to the question, I would like to ask to what extent the policy of deploying offensive weapons in our city, thus endangering our lives and property by making our town a possible target for Soviet air planes - to what extent was the decision made to protect our freedom and to what extent the deployment

3 decision was made in order to insure a continued flow of ^{resources} to defense contractors and defense consultation ~~and~~ ~~consultation~~

4 And in connection with these questions there is one more. While it is certainly wise and prudent to have a strong national defense, isn't it true that the lesson of history is that nations which prepare for offensive warfare - as the nations were doing in 1914 - tend to find that nations which they prepare for war always do end up having one?

What?
Specified what?
The 640 was
headed
at the
Airport

Handwritten signature and date: 12/1/88

MX RAIL GARRISON

COMMENTS ON BEHALF OF GOVERNOR MIKE SULLIVAN

AT

AUGUST 10, 1988 PUBLIC HEARING

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO THANK THE AIR FORCE FOR PROVIDING THE OPPORTUNITY TO PARTICIPATE IN THIS PUBLIC HEARING. THE PUBLIC HEARING IS TO ENLIST PUBLIC INVOLVEMENT IN THE PLANNING PROCESS AND TO OBTAIN COMMENT AND INPUT ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) AND IS AN IMPORTANT PART OF THE PLANNING PROCESS IF THE RAIL GARRISON IS TO BE DEPLOYED IN WYOMING. NATIONAL DEFENSE STRATEGY WILL ULTIMATELY BE DECIDED BY THE EXECUTIVE AND LEGISLATIVE BRANCHES IN WASHINGTON, D.C. THE FINAL ENVIRONMENTAL IMPACT STATEMENT AND THE PUBLIC INPUT WILL HELP TO INFLUENCE AND SHAPE THE FINAL DECISION AND ITS IMPACT ON OUR STATE.

WYOMING WILL PLAY A SIGNIFICANT ROLE IN THE PROPOSED RAIL GARRISON BASING MODE. IT IS IMPERATIVE THAT THIS, OR ANY SYSTEM TO BE DEPLOYED, BE EVALUATED AND DETERMINED TO BE SAFE.

IMPACTS NEED TO BE ADEQUATELY ADDRESSED AND MITIGATED TO REDUCE, IF NOT ELIMINATE, ADVERSE IMPACTS, REAL OR POTENTIAL. THE STATE OF WYOMING HAS ADOPTED POLICIES AND PROCEDURES TO ADDRESS IMPACTS FROM THE CONSTRUCTION OF MAJOR FACILITIES AND IDENTIFY APPROPRIATE MITIGATION. FEDERAL GOVERNMENT ACTIVITIES ARE EXEMPT FROM THE EDRMAL REVIEW PROCESS UNDER THE INDUSTRIAL SITING ACT. IT IS MY POLICY, HOWEVER, AS IT WAS GOVERNOR HERSCHLER'S, FOR MY OFFICE TO BE ACTIVELY INVOLVED IN THE REVIEW OF ALL SIGNIFICANT ACTIVITIES THAT CAN AFFECT THE STATE OR LOCAL GOVERNMENTAL ENTITIES. IMPACTS ARE NO LESS REAL REGARDLESS OF WHETHER THE FACILITIES ARE TO BE DEVELOPED BY THE PRIVATE OR THE PUBLIC SECTOR.

1 IN SEVERAL AREAS, THE DRAFT EIS FAILS TO PROVIDE ADEQUATE DETAIL TO ALLOW A REVIEWER THE OPPORTUNITY TO FULLY AND CRITICALLY EVALUATE AND TEST THE CONCLUSIONS PRESENTED. SOME OF THE DATA PRESENTED IS UNDOCUMENTED WHICH, IN TURN, REFLECTS ON THE RELIABILITY OF THE IMPACTS OUTLINED AND THE CONCLUSIONS REACHED.

-2-

2 ONE EXAMPLE WOULD BE THE USE IN THE DRAFT EIS OF 1985 DATA FROM THE WYOMING HIGHWAY DEPARTMENT TO EVALUATE TRANSPORTATION IMPACTS OR THE CONCLUSION THAT RESERVE FUNDS OF GOVERNMENTAL ENTITIES ARE SUFFICIENT TO ABSORB THE INCREASED STRESS ON SYSTEMS. SEVERAL
3 CHANGES HAVE OCCURRED SINCE 1985 WHICH WOULD AFFECT THAT TRAFFIC DATA, AND RESERVE FUNDS ARE NOT AVAILABLE IN MOST INSTANCES FOR SUCH PURPOSE (EVEN IF WE COULD AGREE THAT RESERVES ARE SUBJECT TO SUCH A CALL, WHICH WE DO NOT). THE DRAFT EIS IDENTIFIES THAT
4 THERE WILL BE A SIGNIFICANT GEOLOGIC IMPACT RESULTING FROM EROSIONAL LOSS OF TOPSOIL IN SOME AREAS. YET, THE DRAFT EIS ALSO INDICATES THAT AIR AND WATER QUALITY IMPACTS WILL BE INSIGNIFICANT. BETTER UNDERSTANDING OF THE FACTS AND DISCUSSION OF THE CONCLUSION IS REQUIRED TO BE ABLE TO ADDRESS AND EVALUATE POINTS SUCH AS THESE.

I HAVE REQUESTED MY STAFF, AS A PART OF THEIR CONTINUING REVIEW, TO COMPILE A LIST OF QUESTIONS AND INFORMATION NEEDED TO FURTHER EVALUATE THE DRAFT EIS.

-3-

THIS LIST IS TO BE COMPLETED BEFORE THE END OF THE WEEK. WE WILL WORK WITH THE AIR FORCE TO RESOLVE AS MANY OF THE QUESTIONS AS POSSIBLE PRIOR TO AUGUST 30, 1988. ANY QUESTIONS REMAINING AS OF AUGUST 30 AS WELL AS ANY ADDITIONAL INFORMATION REQUESTED BY STATE AGENCY REVIEWERS WILL BE SUMMARIZED AND FORWARDED BY AUGUST 30, 1988.

5 I AFFIRM MY SUPPORT FOR THE GENERAL CONCERNS IDENTIFIED AND TO BE RAISED BY THE INTERGOVERNMENTAL EXECUTIVE IMPACT COUNCIL AT THIS PUBLIC HEARING. I INSIST THAT THE AIR FORCE WORK DIRECTLY WITH THE LOCAL GOVERNMENT ENTITIES TO ADDRESS THEIR CONCERNS AND DEVELOP APPROPRIATE AND NECESSARY MITIGATION MEASURES TO MITIGATE THE NEGATIVE PROJECT IMPACTS.

I WILL LOOK TO THE AIR FORCE TO REVISE THE DATA, PROJECTED IMPACTS AND CONCLUSIONS TO REFLECT INPUT RECEIVED THROUGH THIS REVIEW PROCESS. THIS IS THE BEST AND ONLY MEANS OF DEVELOPING THE ACCURATE DATA TO PREPARE THE FINAL EIS.

-4-

THE FINAL EIS WILL BE CAREFULLY REVIEWED TO ENSURE THAT THE AREAS OF CONCERN RECEIVE ADEQUATE ATTENTION AND THAT THE BASIS FOR A COMPETENT DECISION IS PRESENTED. I WILL RESERVE MY FINAL REVIEW AND COMMENTS REGARDING THIS PROPOSAL UNTIL THE COMPLETION OF THE REVIEW PROCESS. ONLY UNTIL THE REVIEW OF THE FINAL EIS WILL IT BE POSSIBLE TO MAKE AN OBJECTIVE ASSESSMENT AND DECISION CONCERNING THE PROPOSAL. I WOULD HIGHLIGHT, HOWEVER, THE IMPORTANCE OF SAFETY AND ON-GOING INTERGOVERNMENTAL PLANNING PROCESS AND EMPHASIS ON WYOMING CONTRACTORS AND WORKERS.

THANK YOU AGAIN FOR THE OPPORTUNITY TO PARTICIPATE IN THE PLANNING PROCESS FOR THIS PROPOSAL.

///

-5-

1 How can you maintain security over hundreds of thousands of miles without revoking the Constitution?

2 How many ~~missiles~~ H-bombs landing at Cheyenne airport 80, 120, 460?

Deterance - 80 or 120 H-bombs all in one place above ground? You trust the Russians far more than I. This is just obviously stupid, tactically and strategically. You make surprise attack more likely, not less. Of course, given enough warning all our ~~missiles~~ ~~and~~ planes ~~and~~ ~~to~~ and submarines can be dispersed. But why would they be so stupid as to warn us? I'm concerned about national security. This rail garrison idea flies in the face of security. The approval of it here and elsewhere is in hopes of profit for a few cities and a few companies. I ask you to put your country before your

personal bank account. That is not much. Many thousands have given their lives for their country. I ask you only to sacrifice a little profit.

4 Econom.

Scientists + engineers + balance of payments.

Fewer jobs created by major weapons systems than any other way to spend \$.

~~For the danger to the people, could be used for many social purposes~~

WYCON

~~stable program~~ % private

440 = 44
6x10 = 66 - other 34 MX missiles - where 340 tanks

5 No risk? Henderson, Ariz.
6 credibility



State of North Dakota
OFFICE OF THE GOVERNOR
BISMARCK, NORTH DAKOTA 58505
(701) 224-2200



August 30, 1988

Lieutenant Colonel Thomas J. Bartol
AFRCR-BMS/DEV
Worton AFB, CA 92409-6448

RE: Draft Environmental Impact Statement (EIS) - Peacekeeper Rail Garrison Program

Dear Lieutenant Colonel Bartol:

In response to the Draft EIS for the Peacekeeper Rail Garrison Program, this office, in consultation with various state agencies, offers the following comments:

Socioeconomics

1. While the Draft EIS discusses and summarizes various impacts and reaches conclusions on the communities' abilities to handle the impacts, no information or projections are provided on tax revenues. It is difficult to assess a community's ability to effectively address the impacts unless potential revenue can be projected.

2. While the Draft EIS reviews many of the infrastructural concerns of the Grand Forks and Minot regions of influence, it noticeably neglects mention of social service impacts. With a projected rise and decline of "proposed action" direct civilian employment (in the Grand Forks area from 83 in 1990 to 235 in 1991 to 58 in 1993 (p. 4.7-10) and in the Minot area from 95 to 260 to 58 in the same years (p. 4.10-9)), it suggests that some social service intervention will be needed over these years. In addition, with the increase in military employment, local social service agencies will see an additional increase in workload and expenditures. Simply maintaining ratios of government employees to population will not account for increased expenditures in this category of governmental service.

3. For both Grand Forks Air Force Base and Minot Air Force Base, the Draft EIS, in analyzing Public Finance associated with educational expenditures, states temporary revenue shortfalls could occur as state foundation program monies lag behind the

Lieutenant Colonel Thomas J. Bartol
Page 2
August 30, 1988

additional enrollment associated with the proposed and alternative actions. In both cases the DRAFT EIS cites the availability of school district reserve funds to cover potential shortfalls (p. 4.7-12 and p. 4.10-10).

3 The reliance on school district reserve funds at Grand Forks and Minot is questionable at this time. As a result of declining economic conditions in North Dakota, associated with a faltering oil industry and the current drought, state revenues are declining. This has caused reductions in state expenditures, including state foundation aid. This is placing stress on local school district budgets.

By the estimated dates of construction and deployment of the Rail Garrison program, finances may be such that the program impacts on school finances may be considerably greater than stated in the Draft EIS. Therefore, a closer examination of this element may be warranted with consideration given to Department of Defense (DOD) financial aid to these districts.

Utilities

4 The Draft EIS, in analyzing wastewater impacts for Grand Forks Air Force Base, states that "While the program-related increase is relatively small, it may increase the frequency of effluent standard violations" (p. 4.7-17). In addition, it states that at the Minot Air Force Base, "the existing lagoon system on base is operating near capacity and may not be adequate to handle the increased flow" (p. 4.10-15). It is our position that wastewater treatment facilities at both bases be adequate and that efforts be increased to mitigate any impact associated with base operations so as to minimize any pollution which may occur.

Transportation

5 1. At the Grand Forks Air Force Base, construction of the Rail Garrison would result in the installation of a second rail spur between the Burlington Northern main line and the base (p. 4.7-5). Both rail spurs would intersect U.S. Highway 2 adjacent to the Grand Forks base. To minimize possible disruptions along U.S. Highway 2, we would recommend consolidation of the two rail spurs into one. In addition, we assume that crossing maintenance would be the responsibility of the Air Force and urge consideration of this point if it currently is not intended.

2. Another concern we have is that the rail system, already creating blockages at high frequency traffic points, will experience additional traffic from this program. Has DOD

Lieutenant Colonel Thomas J. Bartol
Page 3
August 30, 1988

- 5 | considered remedies to reduce these blockages, especially for emergency vehicles? Such remedies include grade separation or procedures to give precedence to emergency highway traffic.

Cultural Resources

- 6 | As communicated to you separately by the North Dakota State Historic Preservation Officer (SHPO), the Draft EIS judgment that "it is not likely that any important sites would be affected by the proposed program" (p. 4.10-21) is premature until the results of the cultural resource survey commissioned by DOD has been reviewed by the SHPO.

Geography & Soils

- 7 | 1. Beyond the scope of the Draft EIS, we need to consider the issue of the benefits of wide-spread dispersion of missile capabilities. This is important from the point of view of the survivability of U.S. Ballistic missile forces and also from the point of view of future sensitivity by political and military leaders who will have to consider the vulnerability of the nation, not just sparsely populated regions in which the forces are based.
- 8 | 2. Another question involves the possible threat to public peace when the training trains come in contact with demonstrators from protest groups. What is United States Air Force policy regarding protestors interfering with the training trains during the performance of their duties? What is the sharing of responsibility here between local, state and federal law enforcement agencies?

The above comments represent some of the major concerns raised by the Draft EIS in North Dakota. These comments, however, do not preclude the submission of comments from the individual agencies on specific points.

Thank you for the opportunity to comment on the Draft EIS. Your attention to local issues and concerns is appreciated.

Sincerely,

George A. Sommer

George A. Sommer
Governor

GAS:CMS:pmr

LOCATION *Great Falls, ND*

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 | *We rather getting to disorganize the English*
language by cutting these diplomatic instruments
of destruction. Peacekeeper. The whole program
is an environmental threat. Don't even mention
ment placed on property where the community
which is located in a building with nuclear materials?
We live on a farm surrounded by animals. How
can we not contemplate for being the threat that
specify all possible risk?
- 2 | *How the standpoint of environmental impact,*
you should not be considered as a reaction.
For creating rail garrison. The day after
passed for the town. How of anyone should be used
to clean up the environment. The road, road,
part, education, etc.

Frank & Edith Seale, Rt. 2 Box 67, Petersburg, ND 58272

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-SMS/DEV
Norton Air Force Base
San Bernardino, California 92409

- 1 | *We have always been*
against the MX and
particularly the MX Rail
Garrison.

Mrs. Laybourn's letter to
the Cheyenne newspaper
gives our concerns.

Respectfully,

Mr. & Mrs. Robert Nisbet
1922 E. 18th
Cheyenne, Wyo. 82001

DEAR EDITOR:

"Just say NO!", Cheyenne, to the proposal to place up to 25 MX missiles on rail cars in eastern Idaho in the shadow of the state Capitol. There is a "No Action" alternative in the Environmental Impact recently presented by the Air Force. Demand that alternative!

At the hearing on the impact that the Rail Garrison would have on Cheyenne and vicinity, I learned from the spokesman for Gov. Mike Sullivan that the data used on highways was outdated. From residents of Western Hills I learned that maps of their area used in the statement and passed out at the meeting were inaccurate and outdated. This \$9 million study should have used accurate figures to analyze a project of this magnitude. How can we rely on their conclusions that the impact will be minimal if their figures are not current and correct?

I still have unanswered questions. From the DEIS statement I cannot tell approximately how big the project is. Is it as big as the Union Pacific complex? Is it as big as the refinery? Is it as big as Wyand Chemical? Or is it as big as all three combined? Will it be lighted 24 hours a day? How many diesel and how many power packs will be operating? How will the diesel fumes and the noise be contained?

Lt. Col. Peter Walsh assured Western Hills residents that the visual aspect of the 16-story assembly tower will be minimized by placing the building so that its profile will fall within the mountain range and painting it pale blue to blend with the sky. My question is on safety rather than scenic degradation. A similar tower exploded in Utah last December. What precautions will be taken here to assure the safety of students attending Central, McCormick and the grade school downwind of the tower if an accident should occur?

If a thousand concerned Cheyenne citizens would recommend the "No Action" alternative it would certainly signal Congress to stop funding the MX Rail Garrison. Comments will be accepted until Aug. 31. Mail them to Lt. Col. Peter Walsh, AFRC-SMS/DEV, Norton Air Force Base, CA 92409-9446. Ask that no action be taken to turn Cheyenne into an armed garrison.

MRS. ROBERT LAYBOURN
Cheyenne

To : Lt Col Peter Walsh
AFRC - BMS/DEV
Norton AFB, CA 92409-6448

FROM: BETH HOWARD
916 Laredo Ct.
Cheyenne, WY 82009

The attached are my comments and concerns in regard to the Draft Environmental Impact Statement. It is my sincere hope that these things will be addressed in the EIS.

Beth Howard

Page 1

Beth Howard

- 1 ① How much more "survivable" is this Rail Garrison concept than the current basing mode?
 - On page S-1 of the Draft Environmental Impact statement under "PURPOSE AND NEED" it states that "Congress limited the deployment of Peacekeeper missiles in Minuteman silos to 50 and asked the President to propose a more survivable basing mode for the other 50 Peacekeeper ~~missiles~~ missiles."
 - There should be proof (which I don't find in this statement) that this system is more survivable. Given the hypothetical dispersal used on page 5-8 where "In times of national need ... That hypothetical dispersal consisted of 25 trains (50 missiles) running nonstop for the first 12 hours of dispersal, then moving approximately 4 hours of every 24 hours for a period of 4 weeks, ..." It ^{over}

Page 2

Beth Howard

Seems to me that our times of "national need" are not a secret to any other nation, which makes the system a "target" ~~for most of the time, #~~ while it is housed in the garrison. Given the hypothetical dispersal cited, it seems these trains would not be hard to keep track of even while dispersed.

- What is the margin of greater survivability, if any, that this basing mode has?

TO NEXT PAGE

Page 3

Beth Howard

- 2 ② Why has the high-density population, adjacent to the base and within the city limits, been minimized in this report?
 - An old map (more than 5 years old) has been used in Figure S-5, S-19 and Figure 4.2-3. It is the same old map in each case.
 - This map leaves off the entire northern HALF of ~~the~~ ^{the Western Hills} subdivision, which is a half mile, with at least 20 streets, of high-density single family housing and multiple family townhouses. ^{also included.} This entire subdivision is within the city limits.
 - This map also leaves off ^{almost} all the development East of I-25, all high-density, including single-family homes, townhomes and apartment complexes on at least 25 streets not shown and all within the city limits.
 - The inset used on this map and on those of the South Site Option ^{over}
- 3

Page 4

Beth Howard

that shows the city in relationship to the base, is completely inaccurate and doesn't designate Western Hills or ANY of the high-density northern development that is all within city limits and most immediately adjacent to the Air Force Base.

- Figure 4.2.4-1 is the Land Use Map/Graph at F.E. Warren and Vicinity and though it correctly depicts the land use, the language describing Figure 4.2.4-1 on page 4.2-34 once again minimizes the population adjacent to the base. The language currently states, "The residential land uses consist of single-family subdivisions within the City of Cheyenne on the eastern side of the base. The area near the base north of Cheyenne city limits contains low-density, single-family subdivisions." To be fair to those within the city and adjacent to the base shouldn't the wording indicate that

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Beth Howard

the land use consists of high-density single-family subdivisions within the City of Cheyenne?

- Furthermore, it is my understanding that the land to the North of the current Western Hills subdivision, shown on Figure 4.2.4-1 as "Mixed Open Space" is slated to become "the rest of Western Hills"... which I assume would also be within the city limits. This would put high-density housing further north to less than a mile from the rail garrison - immediately adjacent to the ^{existing} low-density housing and to the Air Force Base.

- Minimizing the population immediately adjacent to the base is ~~a~~ not a small error. Even with only a slight potential for mishaps, it is the population immediately adjacent to the Air Force Base that stands to be ~~suffer the~~ at greatest risk should such a mishap occur.

TO NEXT PAGE

Page 6

Beth Howard

③ Why is there no Department of Defense proposed "Explosive Safety Zone" at the Cheyenne Municipal Airport?

- The same hazardous materials that require the "Explosive Safety Zone" on the Air Force Base will be handled at the airport which it seems would make such a zone mandatory. The Draft EIS states on page 5-1 that "The probability of a mishap during air transport of the re-entry systems is extremely small." It does ~~not~~ say that it won't happen EVER, and having this information it seems irresponsible not to require an explosive safety zone at the Cheyenne Municipal Airport.

- However, the Cheyenne Airport is surrounded by the city on all sides, including apartment buildings and other multiple family housing; the Frontier Mall and other businesses; public recreational

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Beth Howard

facilities; and many high-density single-family subdivisions.

- Therefore, the Safety reassurances on page 5-2 don't apply, that "In the unlikely event of a mishap... If radioactive materials were dispersed, the public would be kept at a safe distance...." There is no safe distance between the Cheyenne Municipal Airport and the public.

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Beth Howard

5

- ④ What is the increased safety risk to Cheyenne with ^{F.E. Warren} the Air Force Base as the Main Operating Base?
- The risks ^{in the draft EIS} were calculated for the entire system but the levels of activity in ^{the Cheyenne} area stand to be much greater as the MOB than for the rest of the system.
 - Since F.E. Warren has been designated as the MOB and ^{the} Garrison Installation, and should the rest of the proposed system not materialize, the people in Cheyenne and Wyoming need to be informed of the specific risks to our area and population, not "watered-down" with the statistics of the entire system.

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- ⑤ What ^{would} ~~is~~ the economic impact ^{be} of the ^{of a Peacekeeper train} derailment, that interferes with regular train traffic?
- In Wyoming, serious train derailments have ~~led~~ caused whole trains to be pushed off the tracks, to be picked up later, so as not to interfere with train traffic. A Peacekeeper train would have to block the track until operational.
 - Obviously, the training trains will have many more miles travelled than those carrying missiles, so they have the greatest possibility for derailment. Certainly, to assure the integrity of the system, these trains will have to be handled as though they do carry missiles, and in the case of a derailment, stand to interfere with regular train traffic and to cause a negative economic impact to the rail industry as a whole.

END.

Page 1

Aug 26, 1988
Gloria Porter
RR 1 Box 63
Grandin ND
58038

Dear Lt Col Peter Welsh,

I am writing to comment & question about the Peacekeeper Rail Garrison Program in the area of Grand Forks, ND. Air Force Base.

The DEIS does not answer the question. I couldn't find them.

- * How will ND transport grain and coal by rail if the garrison is dispersed on our main lines? Will new siding be ^{from} built?
- 1 * Or will the garrison trains be dispersed and sit on rail siding by or in small town ^{stations} or on main line?
- * I also wonder what local area problems would occur when ICBM missile is fired from this rail site? I see "accidents" tornado etc are covered, but not the legitimate use of firing missile at target?
- 2
- * Will the air force or federal government upgrade the rural rail system in ND. to support these trains? Many of our short or sidings are in poor condition.
- 3

Page 2

Aug 26, 1988
Gloria Porter
RR 1 Box 63
Grandin, ND
58038

- * What will be the reaction to the rail garrison as it sits on the siding by or near any small town? Will it be fenced off to keep security tight?
- 4 * How long would it be in any site or would it move from site to site to keep the enemy guessing?
- * Should any location know they could be a possible site for ICBM Rail Garrison train location.
- 5 Example - Hellbore - ND at least 2 sidings, Grandin ND at 1 siding, Keosauqua, ND 1 siding, Hunter, N.D. long unit train siding.
- * Please answer my questions, as I was unable to attend meeting in Grand Forks, ND. Also please send me a Final EIS on Rail Garrison. It was hard to get information on this project.

Thank You
Gloria Porter
RR 1 Box 63
Grandin, ND 58038

701-436-4026

Location: Central High School - Cheyenne, Wyoming

Daniel D Brown
1700 Morrie Ave
Cheyenne, Wyo 82001
Aug 28, 1988

Dear Mr. Walsh,

Upon reviewing the DEIS I found you very inadequately addressed many of my questions. The issue of how the USAF was going to prevent the rail road tracks from "heat buckling" which leads to train derailments was raised at the 9/10/88 meeting - The USAF was unable to address this issue. Your DEIS does not state any specifics on evacuation plans in case of hazardous material accidents and explosions. Your DEIS also did not address other than presenting biased data to show such minimal environmental impacts as well as to show a minimum of directly related cancer and other health related impacts upon all the employees that work with the process of preparing the radioactive materials for the warheads.

Mr. Walsh your idea of painting that 14 story eye-sore blue only further supports your policy toward our missiles - "Out of sight - Out of mind." You think that the American people are that stupid? Your sense of humor is pathetic.

I am going to send back to you my initial set of questions and will circle the questions that the DEIS either did not address or inadequately addressed.

I pray that the policy makers will stop in their tracks in going any further with The MX Rail Garrison.

The DEIS only produces a heightened atmosphere of less national security. It shows that ~~that~~ if MX Rail Garrison is deployed - our children's heritage will be greatly jeopardized by an even worsening threat of nuclear war.

Please address the circled questions in your Final EIS

Sincerely,
Daniel D. Brown

PS Especially, address how you will prevent sabotage of the railways and the MX train.

Scoping Hearing Location:
East High School - Cheyenne, Wyoming

Daniel D. Brown
1700 Morrie Ave
Cheyenne, Wyoming 82001
April 24, 1988

Questions regarding U.S. Air Force Rail Garrison ICMN Program

1. What specific evacuation procedures will you have implemented to ensure the safety of the public in the event of a nuclear accident with regard to the production plant operations (like Rocky Flats and Pantex, etc), the transportation of nuclear materials on our highways as well as by water and air?
2. Specifically, how much more radioactive pollution will be emitted directly into our environment as a direct result of the process in getting the missiles produced? How many employees at the missile production plants will die as a direct result of radiation poisoning due to the inability to safely handle radioactive materials? How many employees do you estimate will develop cancers, brain and body tumors, leukemias, and other radiation related illnesses as a direct result from working on the proposed rail garrison missile war heads? What are your estimates for the number of people living within a 20 mile radius of each missile processing or production plant will contract the above mentioned ailments or die as a result of each plant's radioactive emissions into our air, land, and ground water supplies?
3. Specifically how many more truckloads containing radioactive materials will be on our highways each day and how many days will they continue to be on our highways if the proposed rail garrison project is passed by congress?
4. Specifically how many more ships and airplanes will be carrying radioactive materials related to the rail garrison project each day and how many days will they continue transporting before the project is completed?
5. What ~~what~~ precautions will be implemented to ensure the public safety in preventing accidents on the highways, on airplanes, and on vessels and how much do these precautions cost? ~~Wyoming has no radiation cleanup or waste~~
6. What are your plans for restoring the wildlife and plantlife that you kill as a direct result of radioactive accidents as well as contamination of the environment as a direct result of the emissions from each nuclear facility?
7. How much money per person are you willing to pay to compensate each employee as well as public citizens that become contaminated as a direct result of radiation poisoning due to accidents related to the rail garrison project?
8. Is there a Civil Defense plan that the cities will implement other than just warning the public via the siren system, and if so please give the specific details for the community for Cheyenne, Wyoming?
9. How will you compensate our allies if our missiles hit their countries rather than the Soviet Union - the public is quite aware of the excessive fraud and deceit that is involved with the IMUs in the guidance system? When you have 28/48 failures in the guidance system and the Air Force says that that is twice as good as what they initially expected, it does not give the public much confidence in the Air Force's capabilities. It sounds more that the rail garrison project (just like the MX project) is not for a policy of deterrence but rather primarily a giant money profiting scheme to benefit the big corporate defense contractors.
10. How much money for the rail garrison project will be diverted illegally into funds to support the Contras in Nicaragua?

11. How will rail road sabotage be prevented? How much will the added security cost to prevent the sabotage?
12. How much does each car on the train weigh and will our current rails be able to carry that enormous weight? Will extra axels be added to each car and how much will each axel cost to install? Will new tracks have to be built and if so, how many miles of tracks are planned and how much will they cost. I talked to a rail road worker last week and he said you are already building new tracks - is this true? He also said he was one of the first to ride on a dummy rail garrison train between Cheyenne and Laramie, Wyoming. Do you already have the dummy look-a-like garrison trains built?
13. After each garrison train derailment, how long will it take to put it back on the tracks and how much will that cost each time?
14. After you launch an MX from the train, will it leave the train derailed? How much ground damage will result from the launch? How many rail road and Air Force personnel on the train do you anticipate will die or be injured from the launch?
15. Are the O-rings on these missiles the same type made by Morton Thiokol that were defective which caused the Challenger mishap? And if so, what measures do you plan to take to ensure safe launches in subzero weather?
16. What measures will you take to ensure that no Air Force or other railroad personnel will be on drugs either legal or illegal to help prevent accidents? How long will the shifts be so that you don't have tired personnel on duty? What are the specific health conditions that you look for in your personnel to ensure they are in fit condition for this type of duty? How young will the personnel be and what specific training will they have had before being assigned on these trains?
17. How will you prevent other commercial and passenger trains from colliding with the garrison trains? ~~You are only hoping and praying - what else can you do?~~
18. How often will practice runs of the trains take place each month and how much will each practice run cost?
19. What would be the impact of a tornado hitting the garrison train? also the impact of an earthquake (about Oct. '85 Douglas, Wyoming had a 5.0 or greater earthquake and it was also felt here in Cheyenne), the impact of small missile rockets from close range by saboteurs, the impact of ice and snow covered tracks? Will the trains have radioactive leaks because of these impacts? Will they be derailed? Will they cause a launch? What would be the impact of a head on collision with another very heavy train going at a very fast speed? Would any of these impacts cause a major explosion? ~~After the catastrophe covers what specific compensations will they get?~~
20. How much fraud and deception is the Air Force and the Reagan Administration anticipating from each Defense Contractor associated with the rail garrison project? ~~What are you doing to prevent such fraud? Funds are not enough!~~
21. What is the major political affiliation of the management of each Defense Contractor? i.e. Republican or Democrat? How much in taxes will each Defense Contractor pay for their respective contributions for the entire garrison project? How much in tax rebates will each Defense Contractor receive for their respective contributions for the entire project? How much in personal profits will each Defense Contractor receive for their respective contributions for the entire project?
22. How much will the entire rail garrison project cost the U.S. over the next 7 years if it is approved for deployment?

DOCUMENT 429

P. 3

DOCUMENT 430

Elton Lappe
605 Biageland St
Chenay, VT 02609

Attn. Lt. Col. Peter Walsh:

1 In regard to the deployment of the MX, I am asking for NO ACTION.

Elton Lappe

Elton Lappe

- 31 23. After the Air Force receives the order to launch, how long will it take before the missile is actually launched? How long will it take the MX launched missiles on the train to reach their targets, that is, if they hit their intended targets?
- 32 24. What precautions will the Air Force take to prevent radar jamming devices from interfering with the communication systems between the Air Force control centers and the trains? The rail road worker I talked to last week said he and other railroad employees were able to talk with Air Force personnel on the Air Force's frequencies. What precautions will be taken to ensure that our Air Force personnel on the trains receive instructions from the right people?
- 34 25. As the B-1 Bomber can be downed by a flock of geese, what extra precautions will be taken to ensure that wildlife such as rodents or seeds, etc. will not cause a malfunction in the operation of the train to prevent it from moving?
- 35 26. What are all the other specific basing modes you have addressed for the MX missiles and why were they rejected? Do we actually need more MX missiles - isn't our current ability to blow up the Soviet Union 40 times over sufficient? Why do we need to continue to throw hoards of money into the pockets of our Defense Contractors?
- 36 27. As the Air Force is biased in their opinion with respect to the deployment of the rail garrison project, will there be an independent commission appointed to also investigate all the NEPA concerns? And if one is appointed, what steps will be taken to ensure that the members on this commission will not have any personal invested interests favoring a corrupt overlooking of possible hazards?
- 37 28. How well protected will the garrison igloos be? How much will it cost to build these igloos under ground? What could a tornado do to them?
- 38 29. What would be the specific amount of Ozone damage to our atmosphere if only one missile was launched? Consider if it was to explode high into the atmosphere, before it hit close to the ground, or if it exploded after it hit the ground. What would each impact be on the Ozone? Also, what would happen to the Ozone layer if all 12,000 of our land based missiles and 11,000 of the Soviet Union's missiles were to be launched? Would any life on earth exist after such a nuclear holocaust say 3 mos. after an all out exchange?
- 39 30. Will there be restricted air space over these garrison areas? If a commercial or passenger plane went over these areas, would they be shot down?
- 40 31. What is the estimated economic impact in terms of jobs on each of the 12 planned sites? What will the Air Force do to accommodate all the extra strain put on each location - education, medical, commercial?
- 41 32. As we frequently have flash floods around Chenay, what would the impact be of having the trains with their computers soaked? After such flash floods, will the tracks still be capable of supporting the weight of the trains?
- 42 33. When will the Reagan-Bush Administration move away from a policy of Mutually Assured Destruction (MAD) and toward a policy of peace?
- 43 34. What are you going to do with all the nuclear wastes that are produced as a direct result of the production process of these MX missiles and how much will it cost to clean up the sites after the missiles are made? Where will you dump the nuclear wastes and what will you do to prevent it from contaminating our land, air, and water? - as well as our children?
- 44 Please include my concerns in your rail garrison RIS. Thank you.

DOCUMENT 431

DOCUMENT 431

NACC Comments - Peacekeeper Rail Garrison Program

Q. State your name, age and address.

A. My name is James R. Deal, age 74. My address is 1145 W. Hearn Street, Blytheville, Arkansas 72315.

Q. Are your comments for your self alone?

A. My comments represent a consensus of the opinion of the Northeast Arkansas Citizens Committee, NACC was organized primarily to represent the residential and small business interests before the Public Service Commission. The group is active in all other issues that affect the health, welfare and safety of citizens from the city to the international level.

Q. State briefly your education and ongoing activity.

A. After High school I attended Memphis State Univ. for two years. My majors were mechanical & architectural drafting, wood shop and music. I served as Lt. Col. in ROTC and six years in the Tennessee National Guard 115th Field Artillery. Until I went to California in 1937, I was the manager of the family building specialty business while also working as a professional musician. I went to California in 1937 and went to work for the S.P.R.R. beginning as a switchman. I worked through the various transportation services & was promoted to conductor and was an extra Asst. trainmaster. I was frozen on that job for the duration of the war. A personal injury inspired return to Blytheville and back into the building specialty business, interior decorating & design, and a motel and restaurant owner and operator. I retired in 1977 and now manage a trust fund for my sons, a Lawyer and an MD. I am involved in ongoing studies of economics and advancing technologies.

Q. What are your comments on the Peacekeeper Rail Garrison Program?

A. In oral testimony at the Blytheville hearing I stated my doubt

-1-

DIRECTOR OF ENVIRONMENTAL PLANNING

AFRCEP-SMS/DEV

NORTON AIR FORCE BASE, CALIFORNIA 92409-6448

SUPPLEMENTAL COMMENTS

BY

JAMES R. DEAL, Pres.

NORTHEAST ARKANSAS CITIZENS COMMITTEE

1145 W. HEARN STREET

BLYTHEVILLE, ARKANSAS 72315

DOCUMENT 431

NACC Comments - Peacekeeper Rail Garrison Program

1 concerning the ability to move the trains from their silos within the delivery time of enemy missiles. I served as a railway conductor during the time that General Patton was training his Africa Corps in the desert between Indio and Yuma, Cal. during the 1940's Burlington Northern is a single track service with Central Traffic Control as was the Southern Pacific at that time and I am aware of delays in getting a clearance to move into the scheduled traffic.

I learned from your panelists answer that it is not the intent of the air force to scramble the trains but instead will rely on 'STRATEGIC WARNING' to initiate a dispersal of trains.

He said, "Now by strategic warning I am saying that on a day to day basis the Soviet Union DOES NOT HAVE sufficient forces deployed to launch a successful attack on the United States and successfully destroy the entire triad."

When will the trains need to be disbursed? He said:

"SEVERE DETERIORATION OF INTERNATIONAL RELATIONS such as the Cuban crisis in 1962 or the Mid East crisis in 1973."

His answers to my testimony were more extensive than any other during the session. As I rehearse the answers, and compare them with previous information, I find serious contradictions.

Information contained in the BULLETIN, a monthly news letter of the COMMITTEE TO RESTORE THE CONSTITUTION, edited by Archibald E. Roberts, Lt. Col. AUS, Ret., there are articles by Lt. Col. Thomas E. Bearden, USAR, Ret. that deal with the Soviet deployment of Phase Conjugate Weapons that use Time-Reversed Electromagnetic Pulse Waves. Col. Bearden is a nuclear engineer, war games analyst and Military tactician. During a twenty year military career Bearden specialized in air defense systems, tactical and technical intelli-

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DOCUMENT 431

NACC Comments - Peacekeeper Rail Garrison Program

gence, nuclear weapons employment, computerized war games, antiradiation missile counter measures, research and development of U.S. Army missile systems, and military weapons system requirements. Such should be sufficient to merit our consideration.

According to Bearden, nuclear war heads can be detonated by EMP which can be projected at ten times the speed of light. The Soviets have been perfecting the Tesla Scalar Wave technology since 1936. They received most of the German radar and infrared scientists at the close of WW 2 and have deployed their fifth generation of EMP.

2 Bearden has a VHS tape that shows a checker board formation of what appears to be vapor trails above Huntsville, Ala. He writes that the Soviets are controlling the jet stream which is responsible for the unusually heavy snows in the deep south and the droughts such as the one we are having this year. He suspects that loss of the Challenger and failure of other launches, unexplained losses of many of our aircraft, the mysterious formation of giant ice clouds in the north Pacific, were caused by EMP attacks. (Now Pres. Zia)?

Therefore, to say that the Soviets do not have sufficient forces deployed to launch a successful attack is a gross understatement, assuming that Bearden's research is as credible as his credentials.

After the hearing I managed to speak with several of the panelists and in a short conversation one of them was aware that EMP would detonate nuclear in any of its various forms. I am glad to know that someone is aware of this. The big question in my mind is, 'Do our (so called) peacekeepers understand the Soviet EMP capability and our vulnerability to its power?'

Since our nuclear inventory is so widespread, and since EMP can detonate nuclear, and since the use of EMP would render a scorched

-3-

DOCUMENT 431

NACC Comments - Peacekeeper Rail Garrison Program

2 earth in the U.S and trigger a nuclear winter that would effect the whole world, it is most likely that the Soviets will not use EMP as long as our nuclear inventory stays at its present level. They will continue their willingness to retire nuclear unilaterally in an effort to remove all nuclear. This would give them complete control of the entire world with their deployed EMP system.

Obviously we have a large enough nuclear stockpile to deter the use of EMP. The expenditure of fifteen billion dollars for the MX Railguard delivery system is only a waste of resources and manpower.

3 One witness spoke to the fact that Blytheville, Ark. is in the path of the New Madrid fault. He was referred to paragraph 3 of the hand out brochure which says nothing at all about earthquakes. Four on the Richter scale will move rails into a snake like twist and I have witnessed such in and around Indio, California.

2 I am aware that the public hearings are held to comply with the law as stated on page 1-19, 1.18 of the Draft Environmental Impact Statement. I trust that the public statements will be used with more consideration than compliance with the law. My comments above may very well be outside of the scope that is intended in the draft, however, those who will make the final decisions on deployment of the MX via Rail Garrison are herewith challenged to consider the futility of its deployment in light of the EMP technology.

Thank you very much for your consideration.

James R. Deal

James R. Deal
Pres. NACC, 1145 W. Hearn St. Blytheville, Ar 72315, 501-742-2769.

-4-

DOCUMENT 432

LOCATION

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1 The "No Action Alternative" is preferred for many obvious reasons. Briefly mentioned here are but a few for your consideration. ① Nuclear weapons disarmament talks are in a critical stage between the US & USSR. The MX is a political blunder for 1989 and beyond. We have moved past the "build bigger & better bomb" stage of our national development. Our economy has borne the burden of dead end military spending for 17 years. Discusses the job potential of the 2 rail garrison actions. A further discussion is needed to address the same amount of spending committed to the civilian economy when our economy collapses due to fiscal militarization our bombs will be of no use to national security then.

The "Toothless White Train" should be able to point out some serious citizen dissent that the Air Force will recognize if MX trains are implemented. Our nations rail system is deficient and hazardous materials are a threat to the environment & populations along the route. Furthermore the MX poses serious long term health hazards to the planet.

Mary Ann Elser 1206 R Ave La Grange OR 97850

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh AFCE-BMS/DEV Norton Air Force Base San Bernardino, California 92409			

DOCUMENT 433

LOCATION Cheyenne Central High School, 5500 Education Dr.
Cheyenne, Wyo. 82009

COMMENT SHEET
 U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

It is no secret to anyone who might read a news paper or watch television, that military contract and procurement scandals have plagued for some time in this country. They have been especially prevalent during President Ronald Reagan's term of office. The power of the military-industrial complex seems to grow to such an extent that the 1988 issue of the Washington Post (Volume 14, No. 18), Rear Admiral Lane, Jr. Robert, director of the office of Defense Information, claims that \$400 billion can be tapped off the national military budget without harming national security. I am for ever remembering the \$15 billion (1986 dollar cost) of the MX Rail Garrison.

- 1 *My questions are: Will this system become obsolete before it is finished and if not, in the event of an attack, can the trains and rail garrison system as a whole respond quickly enough, especially if the trains are in the train? What shall be?*

Darryl Miller 204 E. 2nd Ave. Cheyenne, Wyoming 82001

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

DOCUMENT 434

August 28, 1988
 736 Arapaho
 Cheyenne, Wyo. 82009

Lt. Col Peter Walsh
 AFRC-BMS/DEV
 Norton AFB, Ca. 92409-6448

Gentlemen:

Thank you for the copy of the MX rail Garrison DEIS which I received late in July. Time was short to study the document before the early August hearings, but it appeared that an attempt was made to answer most of my concerns and questions.

However, I want it on the record that my doubts and fears about this latest expensive, destabilizing, redundant nuclear weapon system have not been lessened. There are simply too many "ifs"; too many unpredictables; too many variables. The rail garrison is pure folly!

- 1 Incidentally, what will be the final EIS cost? and please expand on FEMA plans
 2 covering the consequences of accidents or nuclear war and also the impact of a
 3 No Action Alternative.

Thank you for this opportunity to respond.

Sincerely,

Andrea L. Cook

DOCUMENT 435

LOCATION Cheyenne Wyo.

COMMENT SHEET
 U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

*Lt Col Peter Walsh
 Norton AFB
 San Bernardino Calif.
 Dear Sir:*

*We believe that more than enough time has been spent on these hearings, and that it is time to proceed with the rail Garrison.
 United States at Cheyenne was modified over 500 B-1B Bombers and they were placed in the rail Garrison.
 -Warren Christopher is Cheyenne
 now home from a trip to the Pacific
 states. He continues to keep working over the rail Garrison program.
 Our agency has given the rail Garrison the green light.
 The program is well done.*

Dean B. Adams 401 Main St. Cheyenne, Wyoming 82009

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

DOCUMENT 436

August 26, 1988

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, CA 92409

Dear Lt Col Walsh:

We sent you several pages of questions and concerns after the scoping hearings, most of which were not addressed in the DEIS. Here they are again.

Please send a copy of the EIS to us at my address. Also send any related documents.

Lorraine Holcomb
 Lorraine Holcomb
 President

Wyoming Against the MX
 P.O. Box 5713
 Cheyenne, WY 82003

SCOPING HEARINGS FOR THE ENVIRONMENTAL IMPACT OF RAIL GARRISON

Before specific questions are addressed by the EIS, it is important to realize that the word "environment" can have multiple meanings and that the "scope" of the EIS should be whatever the people say it is, and not limited to air quality and sagebrush. Our environment includes social, political, economic, moral, and safety climates. It includes the strategic environment and that in turn includes potential enemies and their perceptions. It most certainly includes the impact when and if the missiles are launched and exploded as they were designed to do. The "scope" according to law and NEPA regulations is not limited to some arbitrary list of considerations that the interested agency (in this case the Air Force) wishes it limited to.

THE FIRST QUESTION IS: WHAT IS THE IMPACT OF NOT BUILDING IT AT ALL?

QUESTIONS ABOUT THE HEARING PROCESS (In a democratic society where there are public hearings mandated by law, it is of utmost importance that they be real, not cosmetic, and that the peoples' concerns are fully addressed by the environmental impact statement.)

1. During the previous scoping process for the MX, many public comments and concerns were not addressed in either the draft EIS nor in the final EIS. They were merely printed as an appendix to the final EIS. Do you intend to ignore our concerns again? If so you are violating the spirit of the scoping hearings, which is for the sovereign people who pay your salaries to tell you what we want addressed.
2. Given the time constraints you have placed on these hearings, what is the procedure for additional written comments and questions to be submitted?
3. The hearings need to be a thoughtful process. Until we have heard your presentation, we may not know what questions need to be addressed in the EIS. Why is only one hearing scheduled?
4. Has a firm been hired to develop the EIS? If so, who was chosen, and how was the selection process conducted? Does the firm stand to gain by a ruling which would allow the rail garrison to be chosen as the final basing mode? Is the firm already decided that the MX missile is good?
5. Is the hearing being recorded and everyone given an opportunity to comment or ask questions? If not, how can you address all the concerns in the draft EIS or give a fair representation of attendance and interest at the hearing?
6. Can anyone record the hearings?
7. The scoping hearings are not being held at an adequate number of locations and times. To assure public involvement of those affected, there must be an expansion of times and locations for public scoping hearings. Communities along the tracks, not just at the basing site, where the missile trains will be moving in times of tension should be consulted.
8. Do you intend to fully address citizen concerns for the environment in the draft EIS.

21. 1. Why is rail garrison so near an earthquake fault?
22. 2. What additional security measures will be taken to prevent sabotage or acts of terrorists?
23. 3. What is the likelihood of train wrecks and what would their impact be if they should occur?
24. 4. What are the chances of radioactive material escaping in the event of tornado, flood, fire, or earthquake?
25. 5. What are the chances of accidental ignition of the propellant fuel? What would be the effects of 4. and 5. above (a. in garrison b. while deployed?)
26. 6. How much will these additional warheads increase the chances of accidents and injuries, and radioactive incidents at Rocky Flat, Amarillo, and other production plants?
27. 7. How much will these additional vehicles increase the chances of accidents at the vehicle plants?
28. 8. What could be the impacts on nearby states of various kinds of accidents?
29. 9. How is the first stage joined to the second stage, and has this joint been tested in Wyoming blizzard conditions? Who makes this joint?
30. 10. What is the possibility of accidental launch?
31. 11. How will the warheads be transported and how will they be handled? What additional risks will be incurred transporting missiles from the Cheyenne assembly building to Montana, N. Dakota, and other deployment sites?
32. 12. Is it wise to make Cheyenne or any populated area a target for a heavy enemy barrage? It's true that if a bomb hits we're all in trouble, but only near ground zero are we all immediately dead! Soviet targeting of trains and rails via satellite as well as the fact that during an attack they certainly won't deliberately forewarn us seems to leave us in a rather vulnerable position. In the event of a tactical warning, missiles would be launched from the Cheyenne garrison. In the event of a surprise attack it is unlikely the garrison would survive if the trains were not deployed. It's common knowledge that it will take 3 hours notice for the trains to flee the igloos and the speed cannot exceed 35 mph so they certainly won't get far in the 30 minutes it takes a Soviet ICBM to totally destroy and detonate the missiles on the trains. With this kind of congestion and vulnerability, they won't need such accuracy. Hitting the rails would stop the trains—hitting a train and detonating the twenty warheads would certainly put an end to all of us. Are we uselessly making ourselves a target?
33. 13. In tests on warheads, what can and cannot cause detonation of 1. warheads 2. propellant?
 - a. collision of force from collision
 - b. derailment

9. Do you intend to limit the definition of the words "environmental impact" to your definition or do you intend that the people will decide what it means?
10. Do you intend to consider all other basing modes in the EIS? Do you intend to consider other methods of deterring aggression?

STRATEGIC ENVIRONMENTAL IMPACTS (Nuclear strategy is part of the environment with which Americans and Soviets must struggle as we go about our daily tasks, many of which would be meaningless if we thought war likely or inevitable.)

11. 1. How long can the arms race go on before there is a nuclear incident? Given enough time anything that can happen will happen.
12. 2. How often will the trains be undeployable due to nearby train wrecks, mechanical failures, blizzards, tornadoes, floods, and earthquakes?
13. 3. How will rail garrison (RG) affect the proposed SDI (star wars) system?
14. 4. How will deployment in time of "international tension" affect the Soviet Government? Will it make them psychologically more likely to strike first? This relates to the international political environment and is of extreme importance. Is the bunching of missiles more inviting as a target for a surprise Soviet attack?
15. 5. Why is this basing mode superior? An earlier Defense Department official (Dr. Seymour Seilberg, Deputy Undersecretary for Research and Engineering) called the basing mode question one of "what is the least rotten apple in a barrel of rotten apples." All the apples should be fully explored in the EIS.
16. 6. Has the Air Force abandoned the "survivability concept" by placing so many eggs in one basket?
17. 7. What testing has been done on the MX in deployment mode in Wyoming winter conditions (high winds, subzero temperatures, snow drifts)?
18. 8. President Reagan sold the MX to us as a bargaining chip and Senator Simpson said he was voting for it as a bargaining chip. Has the MX ever been put on the table in Geneva? What cheaper and more environmentally sound bargaining chips have been explored?
19. 9. Since this missile is claimed to be aimed at Soviet missiles, how can you propose that it is a deterrent? Logic says that it is a first strike weapon, or are you going to use it only on empty Soviet launching sites? Local residents are not privy to military secrets, but the rules of logic have not been repealed. We still have ordinary brains. The strategic logic of the MX has not been publicly expounded; all we have gotten is TRIAD rhetoric. We want reasons.
20. 10. Who or what is the "high authority" that will authorize letting the missile trains loose? Who will authorize firing the missiles, thus destroying, so far as we know, the global environment?

SAFETY ENVIRONMENTAL IMPACTS

33. c. heat from fires and explosions
d. propellant explosion—what is the safe distance (min and max) considering 50 to 80 mph winds?
e. bridge collapse in transit
34. 14. Is a radiation leak possible, and if so have the wind effects been studied as well as soil contamination and clean up?
35. 15. If a one megaton explosion destroys nearly everything and most of the population in a 4.3 mile radius, would a maximum explosion of all trains (24 megatons) do the same (24 x 4.3 miles) of 103 miles radius?
36. 16. Considering Cheyenne the assembly point for missiles for other garrisons in other states,
 - a. How will supplies be delivered from Cheyenne to the other bases?
 - b. Will local authorities be notified of parts in transit in various states and counties?
 - c. Will there be emergency training for civilians in communities all along the way?
 - d. Are evacuation plans in place where trains travel through or near populated areas and emergency medical care provided for each town or other concentration?
38. 17. In regard to the missiles in stationary silos, we are informed that periodic adjustment of the guidance system is needed. How will this be handled in transit on a railroad bed?
39. 18. In the Cheyenne assembly building how RAW will the parts to be assembled be and what possible effect would flood, fire, tornado, wind, or earthquake have on this?
40. 19. The maximum distance this assembly building complex and the rail garrison can be from the NW edge of Western Hills is 2 miles. Considering the close proximity in distance and downwind of the high school, junior high, and elementary schools, and the populated area in general, is there no less populated area to locate these buildings? Are we all that safe? Or are we just all that expendable?
41. 20. The railroad cars will need a special design to carry the weight of the missiles but the tracks will not sustain that weight past 35 mph. Won't existing bridges collapse?
42. 21. The Cuban missile crisis lasted quite some time. If a number of missile trains from several different bases across the United States are using the commercial rails:
 - a. Who dispatches and controls traffic?
 - b. What happens to commercial trains in transit, and are our rail yards capable of handling all trains pulled off the rails to make room for the missile trains that could remain out for days or weeks or months?
44. 22. Railroad tracks can be damaged from flood, earthquake, sabotage, and fire. Will these be continually checked by the training trains? Who will be responsible for the integrity of the track and railbeds?
- 45.

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- 46 23. In a recent article 2/21/86, Mayor Erickson seemed satisfied when the Air Force told him that due to built-in mechanisms an accident was virtually 100% fail-safe. How are the mechanisms essentially different than those on the Challenger which had been proven safe repeatedly or the assurances by our government that nuclear power plants are completely safe. Mayor Erickson also states his concerns are alleviated by the site being moved 2 miles from Western Hills. Is the tactic "out of sight, out of mind?"
- 47 24. One of the main selling points for the MX over the Minuteman was its feature of highly improved accuracy, yet "60 Minutes" just did a feature on the faulty guidance system. Please address this.
- 48 25. What will be both the immediate and long-term effects on the city of Cheyenne and surrounding areas of a ground-level nuclear detonation? What is the statistical likelihood of such an accident?
- 49 26. What will be the effects of a solid fuel fire in terms of casualties, need for medical facilities and personnel for treatment of burn victims, hazardous materials release, and other air, water, or land pollution?
- 50 27. What will be the effects of various forms of sabotage on the garrison, the assembly plant, or the many rail lines on our citizens? What effects will fear of sabotage have?
- 51 28. Beyond nuclear explosions and solid fuel burns, what other hazardous materials will be present and what will be their greatest potential effects if the rail garrison is placed immediately upstream and upwind of Cheyenne.
- 52 29. The issues of competence, law, and concern for our welfare are of grave concern. Initial placement of the system apparently located Western Hills within the defined burn area. Such rudimentary design flaws and the history of our government and military to deny hazards tend to make all claims suspect. All aspects of this most deadly missile system on earth should be questioned by the concerned people and their elected courts. The government says everything they do is safe, but recent history belies those claims (Three Mile Island, The Challenger, the INU, Love Canal, and the list goes on.)
- 53 30. Could an accidental burn cause a disastrous prairie fire?
- 54 31. Could a launch impair the rails or bed?
- 55 32. What is the relationship between the Air Force and the railroads? How are the interests and schedules going to be coordinated? Who is going to be the dispatcher, a ex employee or an Air Force person? Is the person adequately trained?
- 56 33. The ultimate safety question that needs to be fully addressed is the environmental impact of a first strike by the Soviets on the trains while in garrison. This is the most obvious and absurdly drastic impact and citizens have a right to know what will happen to them and how long what will happen to them will last. A "national security" plea is inadequate. Nobody has the right to endanger the lives of everybody without their fully informed consent.

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- 57 34. Will nuclear material be transported on the public highways? What are the actuarial chances of nuclear material being released in vehicle accidents? What are the actuarial chances of vehicles carrying nuclear material being involved in accidents?
- 58
- 59 35. The Minuteman Three silo option was selected in 1984 because it was supposedly safer than a mobile system. Why are you proposing to reverse this decision?

SOCIAL ENVIRONMENTAL IMPACTS

- 60 1. Disproportionate demands for different human services should be calculated (as was finally done in the MX FEIS in 1984), where expected population changes, adequate staffing levels, and disproportionate boom and bust factors are all weighed in the forecast (a. when it is built, b. when and if it is dismantled.)
- 61 2. What psychological effects can be expected in various age groups? In neighborhoods of close proximity?
- 62 3. To what extent will the view from Western Hills subdivision and other neighborhoods be affected?
- 63 4. How close will the buildings be to existing housing? How close will the relevant rail lines be to existing housing?
- 64 5. Will the historic and beautiful train depot be affected?
- 65 6. Will the historic buildings at WAFB be affected?
- 66 7. The impact of living in fear of a nuclear war or accident should be addressed. Children are especially vulnerable to those psychological effects. Systematic study of these effects are in order, based on the apparently disproportionate rates of teenage suicide and adult homicide already in Cheyenne, since the decision to deploy MX missiles in silos.
- 67 8. Programs to prevent personnel, family, and social disruptions should be recommended and funded to preclude unnecessary human suffering due to rail garrison impacts.

ENVIRONMENTAL IMPACTS ON HUMAN RIGHTS The rights guaranteed by the Constitutions of Wyoming and the U.S. and subsequent laws are particularly precious to us. They are part of the environment which makes the difference between our system and the Soviet's. If protecting us from the Soviets makes us more like them, we don't see any point in the protection.

- 68 1. Will there be any additional "off limits" areas? If so, where will they be and what are their dimensions?
- 69 2. Will there be any effects on the local media and their access to information?

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- 70 3. Exactly how will additional security measures impinge on existing human rights?
a. when the missile trains are in garrison?
b. when they are deployed?
- 71 4. Will individuals be subject to additional scrutiny by any intelligence agency?
- ECONOMIC ENVIRONMENTAL IMPACTS An important part of our national heritage is the free enterprise system of competition.
- 72 1. What corporations will benefit from rail garrison, and how much?
- 73 2. How will property values be affected in Western Hills and other neighborhoods?
- 74 3. How would a treaty eliminating 1/2 of all strategic weapons (as the President proposes) affect rail garrison?
- 75 4. What will be the completed costs of the project?
- 76 5. What will be the annual costs of maintenance and operation?
- 77 6. What will be the costs of the EIS process, including the scoping hearings?
- 78 7. When will this system become obsolete? Will it be obsolete before it is built?
- 79 8. What will be the social and economic impacts to our area be if the President is successful in his intent to "rid the world of them?" (meaning all nuclear weapons)
- 80 9. What happened to the funds promised in the last EIS for the first fifty MX missiles?
- 81 10. Is this counter being placed in Cheyenne because you think we are more docile than the rest of the country, or is there some tactical advantage in this site?
- 82 11. How many engineers and scientists are going to be used on this project that could otherwise be working on problems that would help our balance of payments, the national debt, and improve our general economy?
12. It can be anticipated that increased funding for this project will result in cuts in other government programs. You must consider the impact of reduced funding for agriculture, infrastructure, the Environmental Protection Agency, grants in the arts and humanities, solid rain research, prevention, detection and treatment of diseases, postal rates and services, and many other programs.

ENVIRONMENTAL IMPACT ON THE LAND

- 83 1. How many miles of new track will be laid? Where? How many miles will be upgraded? Where? Where will the gravel come from?

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- 84 2. Where will the trains go?
- 85 3. How large will the project be?
- 86 4. How large will the "off limits" perimeter be?
- 87 5. Is there a need for an ABM system to protect this project, and if so what will those impacts be?

FAIRNESS We have always treasured an environment in which fairness is the norm. This should apply to any great national projects like the proposed MX deployment.

- 88 1. How can we get independent assessment of guidance system reliability?
- 89 2. Why isn't this hearing being conducted by an independent agency?
- 90 3. Isn't this hearing premature in view of the fact that Secretary of Defense Carlisle has not yet chosen whether rail garrison or midgecan is the system he will recommend?

MORAL In this part of the country we put great emphasis on the Judeo-Christian codes of ethical behavior and teach them to our children. We expect our government to supply a credible example of decency. It is and should be part of the total environment.

- 91 1. Does the continued arms race mean we have abandoned the Muremburg principles concerning crimes against humanity, or was that all just rhetoric to justify the victors' punishment of the vanquished? Surely the building of more megatonnage than perhaps the Earth can survive is a crime against humanity.
- 92 2. Have launch control officers been educated about their duty to disobey unlawful orders under the Muremburg principles?
- 93 3. What will be the environmental impacts if the missiles are fired and exploded as they were designed to do?
- 94 4. Is building ever more nuclear weapons an act of terrorism?
- 95 5. How expendable is the human race?
- 96 6. How will building more nuclear arms affect the principles of Christian ethics that we try to teach our young people, such as love for neighbor and love for enemy? To what extent is our credibility damaged? Will this promote an environment less decent and loving?
- 97 7. How can we justify these weapons in terms of democratic principles where the people are sovereign, next the laws, thirdly the government, and with a military subservient to all of the above? Certainly in terms of money, and perhaps in terms of political power, the military is gaining with each new project, including the missile train project.

98

ZERO OPTION What will be the environmental impact of not deploying the missile trains, of not building the garrisons, of not building the assembly complex? What will be the environmental impact of not building any more MX missiles?

ADDITIONAL QUESTIONS

1.

2.

3.

4.

5.

Signatures (optional)

PROFESSIONALS' COALITION for NUCLEAR ARMS CONTROL, INC.

Lawyers Alliance for Nuclear Arms Control • Physicians for Social Responsibility • Union of Concerned Scientists
1616 P Street, NW Suite 320 Washington, D.C. 20036 (202) 332-6822

August 30, 1988

Director, Environmental Division
AFRCI-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

To Whom it May Concern:

The Professionals' Coalition for Nuclear Arms Control hereby submits comments and questions on the Air Force Draft Environmental Impact Statement on the MX Rail Garrison Program. We request that this letter be included and printed in the Final Environmental Impact Statement with specific and complete responses, and that a copy of the FBIS be sent to us.

The Professionals' Coalition is made up of a number of the nation's leading arms control organizations, especially those who bring special professional expertise to the subject, including Physicians for Social Responsibility, the Union of Concerned Scientists, the Lawyers' Alliance for Nuclear Arms Control, Architects/Designers/Planners for Social Responsibility, High Technology Professionals for Peace, and the Psychologists for Social Responsibility. As the representative of these groups in Congress, we are particularly disturbed that the draft EIS is far from adequate in meeting the standards of the National Environmental Policy Act which requires the Air Force to conduct a thorough evaluation of the potential impacts the MX rail-garrison project would have and to allow full public participation in the process.

- 1 Since the EIS is an essential document for informing the Congress in making its decision whether to proceed with such a program, we believe the failure to include wide public participation and the limited time for further comment need to be corrected. It is our understanding that insufficient time was allowed at a number of hearings. Particularly disturbing is the example of Little Rock, Arkansas where citizens were greeted by police officers with dogs and were forced to leave signs outside or face arrest.
- 2

1

Further, by holding hearings only in areas adjacent to the bases being considered for garrison construction, the public in other states and regions where the missile system will operate in times of "national need" were denied participation. For a mobile system that intends to cover some 100-150,000 miles of track, this exclusion raises serious questions about Air Force compliance with the law.

In addition to this fundamental flaw in the scoping process, we believe the DEIS fails to resolve a number of specific concerns:

1) Public Interface

The DEIS for the proposed MX missile rail garrison basing mode fails to address the impact of the system on the lives of ordinary citizens residing over hundreds of thousands of square miles. It is as if Air Force planners have consulted a map of the United States showing primarily military bases and facilities in a fashion reminiscent of the days of open-air nuclear testing when portions of the Southwest were simply written off as unpopulated.

Recent history suggests that development and deployment of the MX rail garrison system is likely to stimulate large public protests and even civil disobedience as witnessed by "white train" protests in the Northwest and elsewhere which have resulted in at least one critical injury to Brian Wilson, a veteran who sat in front of a train carrying nuclear weapons. Indeed, this is an area that the Congress specifically requested that the DEIS assess. It does not.

3

What plans does the Air Force have for dealing with civil disobedience? Will martial law be imposed in time of "national need"? And what standards of deadly force will be allowed for security guards in order to protect non-violent protesters and ordinary citizens who may be misconstrued as interfering with MX operations?

4

When civil disobedience and other protests occur how will local communities be trained or supported in dealing with such acts in an appropriate and legal manner? What will be the costs of such training?

5

We are further disturbed by the incorrect instructions by the Air Force in hearings that "wartime effects" and "psychological impact" of rail garrison deployment were "beyond the scope" of the hearings. The system is designed to operate during times of crisis and to make the land-based portion of the US strategic nuclear triad less vulnerable. Clearly then, operation of MX rail vehicles outside of a garrison mode, whether for practice or in a strategic crisis will have severe impacts on local communities.

6

How will citizens be notified if nuclear war is imminent? How will panic be avoided? And conversely, how will a "garrison mentality" be

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avoided in which anyone who disapproves of, is afraid of, or takes political action against MX rail based missiles is seen as subversive or dangerous?

2) Accidents and Sabotage

The Air Force DEIS severely underestimates and neglects the possibilities of rail accidents and sabotage involving the MX rail system. Given the record of over 200 accidents and incidents involving nuclear weapons ("Broken Arrows") in recent US history and the record of civilian freight accidents, the DEIS fails to acknowledge that an accident involving the MX rail system is likely to happen.

9

In particular, how will civilian dispatchers and Air Force train operators communicate? How will the Air Force insure that its train operators are both adequately trained and experienced engineers since MX rail can pose serious problems in weight, wide loads, and high centers-of-gravity?

10

The problem of adequate security for MX rail cars and the prevention of sabotage whether by terrorists, foreign agents, disgruntled employees, or violent protesters in time of "national need" is not adequately considered. Historical evidence indicates that sabotage was fairly widespread during the final years of the Vietnam War and that entire aircraft carriers were put out of service by, for example, sailors who dropped wrenches into main engines. (See David Cortright, *Soldiers in Revolt*, Doubleday, 1975).

11

Specifically, what security measures will be taken? What is their cost?

3) Explosions and Fires

The possibility of derailment, "Broken Arrows" collisions, or sabotage are not the only safety and environmental issues involved with the MX system. We are concerned about the possibility of a solid fuel explosion which is not adequately explored in the DEIS. The chances of a fire igniting and detonating the solid-fuel missile stages are described in the DEIS as "an extremely unlikely event" (pp. 5-28). The discussions of liquid fuel fires, however, cast doubt on this overly optimistic assessment. The DEIS acknowledges that monomethylhydrazine (MMH) and nitrogen tetroxide (NTO) ignite spontaneously on contact with each other (pp. 5-35). If these two chemicals do ignite, the DEIS acknowledges that the heat "could ignite the adjacent solid propellants and cause them to ignite or explode."

12

Why is such an event judged "extremely unlikely"? Further, what is the quantitative risk that "a propellant fire would not likely last (long enough) to breach the RV and begin aerosolization of plutonium." (pp. 5-12).

13

- 13 especially when such a fire would "likely cause the RV to be expelled..." (pp.3-12)
- 14 Why, in addition, is the possibility of serious secondary fires and toxic spills not sufficiently explored? What are the hazards for local citizens? For firefighters? What are the consequences of disturbance of radioactive materials, especially in light of the health, social, and economic consequences of previous disturbances such as the B-52 accident in Rota, Spain where local farmers were seriously impacted and topsoil had to be removed and shipped to the United States?
- 15
- 16 4) Technical, Strategic Questions and other options
Another serious defect of the Air Force DEIS is that it does not adequately portray the functioning of the MX rail-based system, nor does it sufficiently explore other strategic options including no action, single warhead missiles, and sea-based alternatives.
- 17 In particular, the launching procedures for the MX are not adequately described. Is the civilian rail bed adequate at all places to sustain missile launches? If not, how will it be reinforced and what will be the costs? If the MX is not to be launched from railcars, what alternatives, such as permanent sills built along rail lines are being considered? If such a rail/silo system is chosen, will the Air Force hold additional hearings as required by NEPA, CEQA, and DOD regulations?
- 18 How will the MX rail system operate in a nuclear war environment since its design is ostensibly for the purpose of responding to an enemy strategic nuclear attack.
- 19 Will the MX missile trains be hardened against electro-magnetic pulse (EMP) resulting from high altitude nuclear bursts? How will central authorities communicate with railcars and launch offices under attack?
- 20
- 21

Conclusions:

The DEIS raises other significant questions that need to be addressed, especially the economic impact of the system. Nevertheless, just the areas we have raised indicate that the DEIS for a proposed MX rail garrison system falls in its primary purpose of guiding the public and its elected representatives in the Congress of the United States realistic assessment the disruption of normal civilian activity in MX rail areas, the likelihood of protest, civil disobedience, panic and sabotage, and the severe problems of dealing with nuclear accidents, fuel explosions, secondary fires, and toxic spills over an extended portion of US territory.

In short, the preparation of the full EIS must take into account, as does routine strategic nuclear planning, worst-case scenarios. All American

citizens expect nuclear deterrence systems to be designed to operate in extremes, and not simply under routine conditions that seem in the case of the DEIS, to be assumed in order to make the MX rail-based system politically palatable.

Sincerely,

Robert K. Musil

Robert K. Musil, Ph.D.
Executive Director
Professionals' Coalition for
Nuclear Arms Control

ISSUES CHECKLIST FOR MX DEIS HEARING

NORTH PULASKI HIGH SCHOOL
JACKSONVILLE, ARKANSAS

1 AUGUST 1986
7 p.m.

PREPARED ON BEHALF OF THE FOLLOWING GROUPS OPPOSED TO THE MX

Arkansas for Peace Arkansas Alliance Arkansas Chemical Cleanup
Arkansas Environmental Congress Arkansas Peace Center
Arkansas Social Workers for Peace and Justice ACORN Central
Arkansas Greens Common Cause North Central Arkansas Greens
Evangelists Physicians for Social Responsibility Rural
Coalition SHINE/FREEZE Union of Concerned Scientists UALF
Coalition for Peace & Justice

DISPATCH TO MAKE A STATEMENT

It is important to remember that the decision to deploy MX in the AR Garrison basing mode has not been made and that in fact is the purpose of the scoping hearing and this DEIS hearing - to determine how this project will impact the people and their environment. From the Environmental Impact Statement (EIS), which must address the issues raised by citizens at the scoping hearings, Congress can determine whether the project will proceed. We define the scope of the concerns to be addressed in the EIS, not the Air Force. The specific purpose of this DEIS hearing is for citizens of Arkansas (the entire state is affected by MX rail garrison) to comment on the deficiencies of the Draft Environmental Impact Statement (DEIS) so that the concerns raised at this hearing and the scoping hearing may be adequately addressed by the Air Force in the EIS.

Check off the following issues as MX opponents go down the list in their two-minute statements to the Air Force. When you are called to speak, please use the following format.

FIRST: Briefly state your opposition to MX. If Air Force personnel say it is inappropriate to give your opinion, politely ignore them. It is your right to say whatever you please at a public hearing, whether in opposition or in support of the proposed project.

***SECOND: State that the appropriate time for response to the questions and concerns you present is within the EIS, not at the DEIS hearing. It is wrong for the Air Force to take up any more of the limited time allotted for public comment.

THIRD: Resume listing the following issues for consideration which have not been covered by previous speakers. Unless you have a personal statement to make first. Jon Tourat, seated near the front, will have additional statements to be read into the record after this checklist is completed. Pick one up when you are called to speak.

The Air Force considers a number of issues to be beyond the scope of the hearings: national security policy, including arms control impact and wartime effects; morality; and psychological impact of rail deployment. These issues must be addressed in the EIS for it to be a complete examination of the impacts of and options to MX rail garrison. The DEIS claims to present three distinct policy options: the PROPOSED ACTION (deployment of 50 MX in rail garrison mode), the ALTERNATIVE ACTION (deployment of 100 MX in rail garrison mode), and the NO ACTION ALTERNATIVE (no deployment). Analysis of the NO ACTION ALTERNATIVE is insufficient. It should be noted that the NO ACTION ALTERNATIVE would be found superior to the other options if the criteria of national security, morality and psychological impact were taken into consideration.

- 1 ZERO OPTION: What is the environmental impact (EI) of not deploying MX?
- 2 What is the EI of alternative deployment methods, such as, but not limited to, the 70-plus basing modes examined over the past 25 years?
 - What will be the EI to this community and to this state?
 - What will be the impact on tourism to this state?
 - What will be the EI of the measures necessary to handle increased traffic on the roadways and railways in this community and throughout this state?
 - What is the EI of building an ABM system in order to protect MX rail garrison?
 - What security measures will be implemented to protect MX?
 - Will the security measures on railway properties be under military command?
 - If not the military, who will control the railway security network?
 - What will be MX's impact on local police authorities?
 - What powers will the local military security commanders have?
 - Will any security commander or subordinate have the power to automatically detain and search persons found on the railroad right-of-ways as may be done on military reservations?
 - Will homes and properties immediately adjacent to the right-of-ways be subject to unannounced searches and/or systematic observation?
 - Will plainclothes or secret agents be stationed in towns, villages or at other intervals along MX rail lines for security purposes?
 - Will persons living near the MX routes be advised that their activities are subject to systematic monitoring?
 - Will deployment of MX result in the establishment of a network of secret police across the dispersal area?
 - Will there be congressional oversight of this security network?
 - In view of recent FBI disregard for civil liberties, is it reasonable to ask citizens to allow the formation and widespread deployment of another secret security organization?
 - To what uses other than MX railway security will the security network be utilized?
 - What additional security measures will be taken to prevent sabotage or acts of terrorists?
 - What is the EI of these safeguards on the affected areas?
- 3

How extensive will the "off limits" perimeter be?
To protect against sabotage or terrorist attack will the Air Force be required to fire on anyone who comes near the tracks as the MX railcars pass?

Will landowners adjacent to the tracks be required to remove trees and other things that might provide cover for attackers?
What will be the impact of MX security measures on hunters, fishermen and other outdoor enthusiasts?

How will MX impact on the constitutional right to bear arms?
To what degree will the civil liberties of those living adjacent to the MX railroads be diminished?

To what degree will the civil liberties of persons in towns along MX routes who oppose MX deployment be diminished?
What will be the sociological impact on the communities having security personnel collecting information on them and their citizens?

How many military personnel and how many civilian personnel will be employed to secure the rail systems?
Where will MX trains travel?

What is the EI to communities throughout the state located along railroads to be traversed by MX?
Where are MX hearings not being held at an adequate number of locations throughout the state to assure public involvement from all areas of the state put at risk by MX?

Why was there not adequate time given to citizens to thoroughly analyze the DEIS?

What is the EI to this state due to the following: a) the hearings are not a truly open process; b) the process is not presided over by an impartial party; c) the hearing was not adequately advertised; d) the hearing site is an obscure, out of the way place far away from the main population center; e) no notice was given to other impacted communities throughout the state along MX rail routes; f) civic officials are allowed to make self-serving statements subject to no time constraints, thereby stealing the limited time available for public input; and g) Congressman Robinson abused his hearing privileges in his attempts to stack the hearing with MX supporters?
Will local authorities be notified during times of MX train dispersal?

Will there be emergency training for civilians in communities along MX train routes?
Are evacuation plans in place or anticipated where MX trains travel through or near populated areas?

Will emergency medical care be provided for each town along the MX train route?
What fire prevention measures will be installed on MX trains?

Who will fight fires, civilian or military firefighters? If military, will they be on the trains? If so, who will fight fires in case of accident, when the train crew is injured or disabled? If they will not be on the trains, how will they be transported to the scene of an accident? If civilian firefighters will be responsible, what additional training will they need? Who will bear the cost of such training? Is there any possibility of special equipment being necessary to respond to train accidents carrying nuclear warheads and missile fuel? Who will bear the costs of obtaining such equipment?

The DEIS is woefully misleading in its summary of risks in chapter five. The Air Force says in Section 5.4 that all light structures within 1,000 feet of the blast would be destroyed. The potential for human casualties is ignored. What is the EI, such as mishap? Furthermore, nitrous-oxide and hydrochloric acid gas concentrations up to 1.6 miles away from the attack would create potentially lethal exposures. DEIS at 5-29. What is the true EI of such an event occurring in heavily populated areas?

How large will the MX project be?
How many workers, military and civilian, will be imported for this project and for how long? What special services will be set up for those who come seeking work but do not find it and who stay?
How will land values around the air base and along the state's railroads be impacted by the deployment of MX?

When will this system become obsolete? Will it be obsolete before it is deployed on rails?

What will be the economic EI of MX obsolescence?

What plans are being made for decommissioning?

Why is rail garrison so near an active earthquake fault?

What is the EI of an earthquake on MX trains garrisoned at the air base and dispersed on the railroads?

What is the likelihood of radioactivity escaping into the environment in the event of tornado, flood, fire or other natural occurrence?

Have studies been conducted on the effects of wind in case of a radiation leak?

What toxic or hazardous wastes will be generated by MX? What is the EI of these wastes?

What funds will be set aside for cleanup?

What is the likelihood of train collisions and derailments?

What is the EI of a MX train collision and derailment?

What is the EI on nearby states of various kinds of accidents involving MX trains or the missiles?

A Titan missile exploded in a Damascus silo because of a dropped wrench; how susceptible to accidental explosion will MX be?

What are the chances of an explosion aboard the MX trains in percent per year?

What are the chances in percent that an MX missile will explode somewhere on the rail route sometime during the 20-year life of MX?

What is the likelihood of an accidental explosion of MX fuel?

What is the EI of an accidental explosion in garrison and during dispersal?

In tests on warheads, what can and cannot cause detonation of the warheads and of the propellant? Can detonation be caused by the force of collision or derailment; bridge collapse in transit; heat from fire or explosion; or propellant explosion?

The following concerns related to the effect of movement on MX must be addressed in the EI:

What is the effect on MX of sideways motion, such as that present during transit on the railroads?

What is the effect on the MX solid fuel of the rhythmic vibrations of rail travel?

Have the linear and nonlinear oscillations (including harmonics and subharmonics) induced into the missile carrier and missile fuel by movement over the rail system been defined, quantified and applied to the detonation characteristics of the rocket fuel? What do these calculations indicate the effects to be on the fuel long-term over the projected life of the missiles? Were these calculations applied to the varying speeds at which the carrier will be operated?

Since the rail network is not physically uniform throughout, have the quantitative determinations asked for in the previous questions been applied specifically to: a) oscillations induced by ties; b) oscillations induced by various rail lengths found throughout the system; c) frequency changes due to the changes in soil geology over which the railroad is built; and d) the effects achieved when conditions from the lowest temperature recorded through the highest temperature recorded in the area of MX distribution are applied to the moving system?

What is the likelihood that an accidental explosion would trigger a nuclear explosion?
What is the EI of an explosion of one or more of the nuclear warheads?

If a one megaton explosion destroys nearly everything, including the population, in a 4.0 mile radius, would an explosion of all the garrisoned MX trains do the same in a 68.8 mile radius?

What is the EI to Jacksonville, Little Rock and the rest of the state from a first strike nuclear attack on MX?

What is the likelihood of accidental launch? What is the EI from a MX launch to the immediate area?

How will the warheads be transported to Arkansas? How will they be handled? What is the EI of the transportation risks involved?

How often will MX trains need to be returned to H.E. Warren AFB? What will be the EI of an accident during transportation?

What is the EI of a surprise enemy attack on the garrison before dispersal, and on the state after dispersal?

Periodic adjustment of the guidance system is necessary to missiles in stationary silos; how will this be handled on rail garrisoned MX?

The average freight car is 51 feet long, 9 feet wide, 87,000 pounds loaded and has a maximum load capacity of 91,000 pounds. The MX missile is 71 feet long, 9 feet in diameter and weighs 195,000 pounds. It is erroneous for Air Force to base its calculations or risk in the DEIS on the false assumption that the MX railcars would be as safe as ordinary freight cars. The final EI must state the entire weight of a loaded MX railcar and calculate the risks accordingly.

MX railcars will need a special design to carry their mammoth load. How can existing tracks and bridges sustain the anticipated weight? What is the EI of replacing tracks and bridges? What is the EI of altering the railway grades to accommodate MX?

How many miles of new track will be laid? Where? How many miles of track must have grade elevation changes? Where? Where will the rail come from? Where will the gravel come from?

Considering the high number of derailments caused by substandard tracks in Arkansas, why does the DEIS not include or replacing existing rails?

What happens to commercial traffic during MX train dispersal and during practice runs?

Since the MX missile is 9 feet in diameter, will the carrier car be over 12 feet wide? If so, American Association of Railroad regulations provide that all adjacent tracks must be cleared to avoid accidents. What is the economic EI of halting commercial train traffic during times of dispersal and practice runs, which may be for extended periods?

The DEIS fails to consider the inexperience of military personnel operating the MX trains when calculating the risks. What is the actual risk?

During times of MX train dispersal, who dispatches and controls rail traffic? Where is the control center located?

Will the electronic interference caused by a surprise nuclear attack prevent dispersal? Who controls MX trains in such a case?

What is the EI of the MX electronic communications system to communities through which MX trains pass?

Will railroads be constantly monitored for damage? Who will be responsible for maintaining the integrity of the track and railroads?

What is the EI of floods, tornadoes, blizzards, earthquakes, mechanical failures and train wrecks on dispersal of MX trains?

Will MX be protected by helicopters? What is the EI of this increased air traffic around the air base and along the railroads?

The impact of living in fear of a nuclear war or accident has profound psychological effects on children and other vulnerable persons. What impact will there be if MX comes to Arkansas?

What psychological effects can be expected in various age groups near the garrison and along MX rail routes?

What corporations will benefit from the economic EI of MX rail garrisons?

What will be the effect on MX of a treaty eliminating half of all strategic weapons as proposed by President Reagan? What would the economic EI be to Arkansas?

What will be the costs of the EIS process, including the scoping hearings?

What will be the completed costs of the MX project?
What will be the annual cost of maintenance and operation?

Have any studies been done to determine how many industries will not locate in the MX deployment area because of MX?
What will be the effect on the economic development of the deployment areas with the systematic denial of good industries?

How will these areas be compensated for the loss of well-paying, high tech jobs?
Will the denial of high quality jobs cause emigration of the educated who can find no jobs commensurate with their educational level, thereby further eroding the economic development of the area?

What will be the sociological impact of this situation?
With regard to the international political environment, is the aggregation of MX trains in garrison at the air base more likely to invite enemy attack? Does it increase the probability of an enemy first strike?

Who or what is the high authority that will authorize dispersal of MX trains during times of heightened international tensions?

What constitutes the state of "heightened international tensions?"

Who may authorize firing MX?

Will launch control officers be educated about their duty to disobey unlawful orders under the Nuremberg principles?

What safeguards will be instituted to prevent unauthorized or accidental firing?

MX is claimed to be aimed at Soviet missiles. It is also called a deterrent, rather than a first-strike weapon. Will it be fired on empty Soviet missile launching sites as logic dictates, or will it be used as a first-strike weapon?

If MX is to be fired after computers indicate an enemy nuclear attack has begun, what is the likelihood of a mistaken launch order?

What will the ultimate EI be after the firing of MX and the ensuing escalation of nuclear warfare?

What will be the social and economic impacts to our area if the President is successful in his intent to "rid the world of them [all nuclear weapons]?"

What endangered species are threatened throughout the state by low-level radiation?

Are there plans to recreate any lost wetlands?

Are there plans to recreate lost endangered species habitat?

Will the deployment of MX impact or interact with existing environmental problems on the Air Force bases and along the proposed train routes? What would the interactive environmental effects be?

Will new warheads be produced for use in the missiles and if so, how will the radioactive waste be dealt with at all stages of the fuel cycle?

The NO ACTION ALTERNATIVE has not been properly considered within the D.E.I.S., in terms of Nationwide Economic Impacts, for instance, [4.1.1]. The job creation potential of the two rail-garrison ACTIONS is discussed, ignoring that NO ACTION would also create a certain number of jobs. How many jobs would be created if \$10-15 billion was spent on education instead (for example)? How many jobs, on average, would be created if the money remained in the civilian economy rather than being taxed for use by the military?

The Reagan administration was known to have had at least four MX basing modes under active consideration prior to selecting the rail garrison option in December 1986. Why haven't any of those alternatives been included in the D.E.I.S.?

Why not a NO MX ALTERNATIVE? In other words, include the alternative of getting rid of (dismantling) the 50 silo-based MX currently deployed is an option. Such an option might make sense as part of the deep reductions being pursued in the President's START negotiations.

Descriptions of the PROPOSED ACTION fails to specify whether its 50 MX missiles would be the ones currently deployed in silos at F.E. Warren Air Force Base, or whether these would be 50 new missiles. If new missiles are involved, why aren't these costs included in the table listing Rail Garrison Expenditures? (4.1-2) If missiles are to be taken from silos, why isn't the impact of this included under when discussing Warren AFB (included the silo operation jobs lost)?

Similarly, the ALTERNATIVE ACTION fails to discuss the impact of closing down the silos at Warren AFB (included the silo operation jobs lost)...

Under the heading "Purpose and Need," the Air Force implies that its proposed actions will enhance deterrence. Deterrence is defined as "having sufficient military strength and the perceived willingness to use that strength after an enemy attack to inflict unacceptable damage on the enemy, thus inhibiting them from striking in the first place." [1.1] According to data from the Congressional Budget Office (November 1987), approximately 3,700 U.S. nuclear weapons would endure even a Soviet "bolt from the blue" surprise attack, while roughly 8,200 U.S. nuclear weapons would remain if there was enough warning time to alert our strategic forces. Doesn't this constitute "sufficient military strength"?

The trains will have "appropriately armed" security personnel. [1.3.2] What dangers might this pose to civilians living or traveling near the tracks who might be misidentified as a threat to the train? Will the security personnel on training trains be authorized to use force (or make arrests) if protestors are encountered? (Will the trains be authorized to run over protestors?)

In addition to the MX train shelters, each base is to have a "400-foot-long attached shelter" which "would house supplemental rail cars." [1.3.5] What is the purpose of these cars? Is the purchase price of "supplemental rail cars" included in the overall cost estimates of the program? How many cars will be able to fit inside the shelter? (If these extra cars are to displace the MX trains, note that the average freight train length in 1985 was nearly 72 cars [3.1.2], which would come out to be approximately 250 supplemental cars at a four train garrison).

It is claimed that the trains will be "completely tested... prior to deployment." [1.3.6] However, the MX program does not have a particularly good record in this regard to date. MX missile guidance systems continue to malfunction, MX flight tests have not yet to be completed though nearly all the missiles have been deployed, and the missile manufacturing plant in Utah has been cited for safety violations. Why should citizens believe the MX rail garrison program will be conducted any better?

According to a March 21, 1988 House Armed Services Committee report: "The critical design review prior to initiation of rail garrison production is scheduled for early 1990, well into the canister (insulated) launch test program but more than a year before the first of five live missile flight tests. Finally, initial operating capability is scheduled to occur after only two live flight tests." It seems that while the MX trains might be "completely tested" before they are deployed, the missiles they carry will not.

The D.E.I.S. indicates that rail garrison basing is needed for "complicating the enemy's targeting task." [1.3.6] A spokesman for the Air Force's Ballistic Missile Office was quoted in a March 16, 1988 newspaper article as saying, "Enemies would have to use up more weapons to try to destroy [MX trains]." Isn't this just another way of saying that towns and cities along MX train routes could expect to become targets in a nuclear war?

It is claimed that all train movements "whether training, maintenance, or operational, would be coordinated with appropriate rail company personnel to ensure safe and efficient movement." [1.3.6] In addition, it is claimed that the MX and training trains "would operate in the same manner as the existing commercial traffic." [3.1.2] A March 21, 1988 House Armed Services Committee report raised a number of questions about this claim, which the D.E.I.S. fails to answer. If civilian dispatchers know the precise location of MX trains, why couldn't Soviet intelligence gain access to this information, thereby defeating the whole purpose of the basing mode?

At one point, the D.E.I.S. apparently contradicts itself about the normality of MX train movement by claiming that the trains would "randomly move throughout the United States." [5.2.1.1] Isn't it likely that MX trains will indeed be granted special right-of-way privileges or other extraordinary powers that would increase the possibility of collision and other accidents?

According to the D.E.I.S., "civilian personnel who are assigned to nuclear weapons duties... must meet certain 'requirements' which include 'security clearance, random drug testing, and medical and psychological screening.'" [5.1.2] Will these measures be imposed on the civil dispatchers whom the D.E.I.S. claims will "control" the movements of the train? In a crisis, such as that which would trigger deployment of the MX trains, what measures would be taken to compel civilian dispatchers to show up for work rather than stay at home with their families?

Table 4.1.1-1 includes statistics representing the Air Force's claims for the national impact on employment (direct, indirect, and induced) of rail garrison expenditures. [4.1-2] The employment projections amount to a claim of over 52,000 jobs (man-years) per billion dollars spent. Such a claim is completely outside the range of all reputable studies on this kind of spending (too high by at least 50-100%). What indicators and assumptions were used to generate these employment figures?

Another indication that the employment estimates in Table 4.1.1-1 are in error is the lack of fluctuation in the jobs per billion ratio (obtained by dividing the employment number by the actual dollars spent). The table indicates that in Fiscal Year 1989, nearly all the money from the program will go towards research and development, while by Fiscal Year 1992 nearly all rail garrison money will go towards operations. These very different types of spending would not generate similar jobs per billion ratio in a well done economic analysis. Again, what indicators and assumptions were used to generate these employment figures?

The D.E.I.S. forecasts that jobs created by the program would go "from nearly 40,000 in FY 1989 to nearly 148,000 in FY 1991, and then decline sharply to 13,000 by FY 1993 and just under 12,000 in FY 1994 and beyond." [4.1-1] This indicates that the rail garrison program would have an extreme "boom/bust" effect on the economy. While (as noted above) the employment figures are highly suspect, this basic boom/bust pattern is likely to be correct. Will such short term jobs really have any net positive effect on local communities, or the nation as a whole?



August 2, 1988

Lt. Col. Peter Walsh
AFRCCE-BMS/DEV
Norton AFB, California 92409-6448

VICKI S. McNEILL, MAYOR

RE: Draft Environmental Impact Statement
"Peacekeeper Rail Garrison Program, June, 1986"

We have reviewed the above referenced Draft EIS and make the following comments:

We agree that the impact of the development is, on balance, favorable to the City of Spokane.

While we find no errors or omissions in the information presented, we are concerned with the number of routes considered by the Rail Garrison Program as those routes could involve our citizens in the Spokane Metropolitan Area.

1 Insofar as possible, trains carrying missiles or missile propellants should be routed around the Spokane Metropolitan Area because of the explosive hazards involved and potential dangers to our citizens. There appear to be several rail route alternatives into and out of Fairchild Air Force Base. A map of route alternatives should be included in the final EIS along with a statement addressing the routing procedure.

Thank you for the opportunity to comment.

Sincerely,

Vicki McNeill
Vicki McNeill
Mayor of Spokane

OFFICE OF THE MAYOR / FIFTH FLOOR CITY HALL / SPOKANE, WASHINGTON 99201-3336 / (509) 456-2895

RANDALL A. HOWES

P. O. Box 2064
Kansas City, Missouri 64112

30 August 1988

Lt. Col. Peter Walsh
AFRCCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

IN RE: Draft Environmental Impact Statement, Peacekeeper
Rail Garrison program

Dear Col. Walsh:

I wish to thank the Air Force for sending me a copy of the subject statement, recently received, and I am grateful for the opportunity to enclose herewith a written expression, on the form provided, of my concerns about rail safety, with supporting news items.

I submit this statement of my concern in compliance with your invitation, as I did not have opportunity to speak at the August 3rd hearing, and, indeed, some of the news in tragic support of my concerns, had not yet been generated at the time of the hearing.

In compliance with the admonition of the Presiding Officer at that hearing, I confine my remarks to the safety issue, and shall reserve my deep philosophical objections to the Rail Garrison program for the political leadership of this country.

May it change in November!

Most respectfully yours,

Randall A. Howes

LOCATION: Whiteman Air Force Base, Missouri

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

We address ourselves solely to the rail safety factors mentioned in 5.1.4 et seq. of the Draft Environmental Impact Statement dated Jun '88. We want you to understand the reasons for the concern about rail safety that has been expressed by many people in this part of the country.

To demonstrate these reasons, we enclose no five year statistical study of safety, rather just a casual gleaning, not necessarily thorough or complete, from the last four months newspapers in the area, primarily the Kansas City Star & Times (Missouri), of reports of rail "mishaps" or "incidents." (We call them "wrecks.") Enclosed items:

- 22 Jun 1988: Train hits car; 7 killed
- 28 Jul 1988: Burlington Northern train derailed
- 12 Aug 1988: 1,000 evacuated as crews try to right train
- 1 Aug 1988: Railroad tank car crash in Iowa; 2 crewmen killed
- 8 Aug 1988: Train fire consumes much of weekend ...
- 15 Aug 1988: Train dumps coal in Harrisonville
- 6 Aug 1988: Amtrack derailment leaves 100 injured
- ...and in summary of the 1987 rail record in Kansas!
- 27 May 1988: Toll from vehicle-train crashes in Kansas rises

Randall A. Howes, P.O. Box 2064, Kansas City, MO 64112

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Metropolitan Edition **

The Kansas City Time

Wednesday, June 22, 1988

Train hits car; 7 killed Rescue worker is stricken, also dies

By Michael Heston
CHENOWETH — Two women and their five children were killed Tuesday when the eastern express train hit their car in a crossing where two men were killed in November. Also killed the life of the Cleveland County ambulance director who collapsed and died while trying to revive one of the victims at a local hospital, Sheriff David L. Smith said. The car was on the power track, said by a Keweenaw Washington County Highway Patrol officer. The crash victims, a baby, a young boy, and a young girl, all were killed. The ambulance director, Joseph Cobb, 44, died Friday. The director of Cleveland County's ambulance service, died Saturday of cardiac arrest, at Mount Carmel hospital in Kansas City, Missouri, a hospital spokesman said. Cobb was 44. Cobb was 44. Cobb was 44.



Seven in car are killed

Continued from Page A-1

went to the accident scene, where the temperature was in the mid-90s, and returned to the hospital with one of the victims.

"Shortly after the victims arrived, he was helping resuscitate one of the children," Hermack told the Associated Press. "He collapsed and died."

Cobb, a former Crawford County undersheriff who lived in Chicago, had been the county's ambulance service director since 1980.

Five of the crash victims died at the scene and two of the children were pronounced dead at the hospital, ambulance attendants said.

Fields said that at least one of the two women, with their five children in tow, was visiting a relative in Cherokee on Monday and stayed overnight. They were on their way home to Iowa when the accident occurred about 1:05 p.m., Fields said.

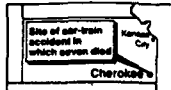
Hastings' station wagon was going west, and the train was going south. The crossing was not marked with lights or arms but was marked with two crossbucks on opposite corners of the crossing.

The three train crew members told the Highway Patrol that "they could see it (the car) come down the road. They were blowing the whistle," and applying the emergency brakes, Fields said.

But the crew told Fields that the car's driver, Hastings, "wasn't looking up."

A police investigation bore out that claim "because there were no

separators



skid marks leading up to the tracks at all," Fields said.

The collision carried the station wagon 100 to 200 yards down the tracks and threw all passengers from the car except for Hastings, who was trapped inside. The car exploded upon impact, burning its occupants and charring railroad ties and part of the nearby drought-parched ground.

The heat from the fire was so intense that the car's license plates and the vehicle identification number on the dashboard melted. The victims were identified by a Social Security Card and part of a bank card, Fields said.

One of the women's husbands is in the Army stationed in Korea, and the Red Cross was arranging to fly him home, Fields said.

Fields said that although the crossing did not have signals, it was a clear intersection on the two-lane asphalt county road.

After the accident, National Transportation Safety Board and railroad officials surveyed the crossing, which is routine, the Highway Patrol said.

Some information for this article was provided by The Associated Press.

Burlington Northern train derails



Investigating a train derailed in Ebersburg, Missouri, and the cause of the accident, which killed seven people and injured 11 others, the Missouri State Fire Marshal's office is working to determine the cause of the accident. The office is working to determine the cause of the accident.

1,000 evacuated as crews try to right train

ELM GROVE, Wis. — An estimated 1,000 in this Milwaukee suburb spent the night away from home as railroad crews righted derailed freight cars containing hazardous materials. They were evacuated from homes and businesses near the Soo Line tracks after 24 cars left the rails Wednesday.

Officials said there were no injuries and no sign of leaks in two tank cars containing methanol and isobutane, both flammable substances, but that people were moved as a precaution.

Brookfield Fire Chief James R. Merling said the residents would not be allowed to return until the two tank cars were removed. Waukesha County Deputy Sheriff Terry Martorano said that might not be until Thursday evening.

Railroad workers said wheels under one of the 117 cars in the train left the rails and snagged on a track switch (AP).

Railroad tank cars crash in Iowa; 2 crewmen killed

ALTONA, Iowa — Two freight trains collided head-on and burst into flames late Saturday, killing two crew members and causing the evacuation of 1,000 residents.

Officials decided Sunday to let the blazing tank cars of alcohol burn themselves out and some of the 1,000 evacuees returned home against authorities' advice.

Officials of the National Transportation Safety Board met for an hour with police Sunday and began to lay the groundwork for an investigation.

Although evacuees were allowed to return, police tried to discourage them.

"We are telling them of the dangers and leaving it up to them," said Brian Adair, police chief in this

suburb east of Des Moines.

Mayor Tim Burget said that fires were burning up fuel faster than they were being put out, and that officials were making arrangements to have heavy equipment on hand this morning in hopes of beginning a cleanup.

The fire involved two tank cars loaded with denatured alcohol.

Rail officials said the eastbound train was pulling 78 cars and the westbound train pulled eight. The westbound train was headed from Council Bluffs to Chicago, while the eastbound was a freight going from Newton to Des Moines.

A federal safety official said drug testing would be done, but he would not speculate how two trains ended up on the same track headed in opposite directions.

East Missouri fire rages for 33 hours

Continued from Page A-1

fire chief

Traffic on Missouri 79 was routed around the town through Saturday evening because of the potential danger, Cherry said.

All day and night Saturday, local volunteer fire departments were joined by firefighters from an ever-widening area, particularly when Ebersburg ran out of water at midnight, Hamilton said.

A truck carrying foam to extinguish the fire came from Lambert-St. Louis International Airport, and cities as far away as Columbia and Palmyra northwest of Hannibal sent pumpers and firefighters.

By 8:30 a.m. Sunday, the ammonia was pumped into a tanker truck and driven away from the nearby fire, Hamilton said. Residents who had stayed at a school and a church that had been opened for them were permitted to return home soon after.

The train had been southbound from Galveston, Ill., to St. Louis, said Burlington Northern spokesman Brian Sweeney. The cause of the derailment had not been determined Sunday.

Train fire consumes much of weekend for town in Missouri

B. Lynn Bicezinski, Ebersburg town fire chief, said firefighters from 25 cities battled a fierce fire on a derailed freight train in Ebersburg, Mo., for 33 hours Saturday and Sunday.

About 1,000 people — most of the population of the town 30 miles north-west of St. Louis — were evacuated Saturday and not allowed to return home until 10 a.m. Sunday, when danger from an anhydrous ammonia tank had passed.

The fire was under control late Sunday afternoon. Some firefighters were treated for heat exhaustion but no serious injuries were reported, said Jim Hamilton, a volunteer fire fighter in nearby Troy, said in a telephone interview.

The fire broke out at dawn Saturday when 12 cars of a 113-car Burlington Northern freight train left the tracks beside an agricultural cooperative where farmers buy fuel and ammonia fertilizer, said Michael

Miller, a St. Louis man whose REACT volunteer group drove to Ebersburg to offer help on Saturday afternoon.

Miller was still handling calls at the fire command center 30 hours later.

As the train derailed it knocked over diesel fuel tanks and dislodged a tank of anhydrous ammonia.

"There were 12 cars, and as they slid past, they all got doused (with fuel)," Miller said. "It just so happened that all the box cars were full of plywood."

"It was not like a spectacular structure fire," Miller said. "It's been pretty much contained. There've been fighting fires inside the closed box cars."

Officials had feared that the train fire might rupture the tank of toxic anhydrous ammonia that had been knocked from its base.

Anhydrous ammonia, a liquid that becomes a gas when it is released into the air, is not highly flammable but is dangerous to respiratory systems and can cause severe burns, said Gerald Cherry, Troy's fire chief.

See EAST, A-4, C-2

KCTimes 8/8/88

Train dumps coal in Harrisonville

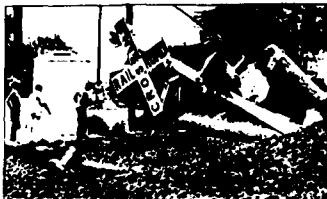


Report Charles, as offered with the Union Pacific Railroad, before another wreckage for several days the 25-car derailed train.

25 cars derail at crossing

The derailed train was on its way to Harrisonville, Mo., from St. Louis. The train was carrying a load of coal. The derailed cars were found in a field near the crossing. The train was derailed at a crossing near Harrisonville, Mo.

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LOCATION Grand Forks Air Force Base, ND

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

We support the installation of the Rail Garrison program at the Grand Forks Air Force Base, ND.

GLENN MOEN, GRAND FORKS, N.D.
VITAL BEQUILLARD, GRAND FORKS, N.D.
DARRELL H. LARSEN, GRAND FORKS, N.D.
Grand Forks, ND 58201
Grand Forks, ND 58201
Grand Forks, ND 58201
Grand Forks, ND 58201

Name Street Address City State
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

9 Sunday, August 5, 1983 The Kansas City Times A-3

Amtrak derailment leaves 100 injured

The train was derailed at 7:30 a.m. on Sunday, August 5, 1983. The train was carrying 315 passengers and 100 crew members. The train was derailed at a crossing near Harrisonville, Mo. The train was derailed at a crossing near Harrisonville, Mo.

Toll from vehicle-train crashes in Kansas rises

Among other findings, the report found that in 1977, 14 accidents involving vehicles and trains resulted in 104 deaths and 1,041 injuries. The report also found that the number of vehicle-train accidents in Kansas has increased in recent years.

LOCATION Minot, N.D.

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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See attached comment sheet.

Name Street Address City State
Please hand this form in or mail to:
Lt Col Peter Walsh
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Norton Air Force Base
San Bernardino, California 92409

pg. 2

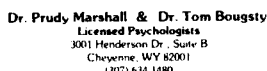


P O BOX 2188
1641 SOUTH BROADWAY
MINOT, NORTH DAKOTA 58702
TELEPHONE 701/838-4200

3 AND LASTLY, THE PEACEKEEPER RAIL GARRISON WOULD BE LOCATED ADJACENT TO THE NORTHWESTERN END OF MINOT AIR FORCE BASE. THIS EXCELLENT SITE WILL NOT REQUIRE THE DISLOCATION OF A SINGLE INHABITED DWELLING. TO EMPLACE AND ACTIVATE THIS RELIABLE, RESPONSIVE AND REALISTIC WEAPON SYSTEM, NOT ONE CITIZEN OF WARD COUNTY WILL BE INCONVENIENCED. THE OVERALL INCREASE IN OUR CITY AND COUNTY'S ECONOMIC, SOCIAL AND POLITICAL HEALTH PROVES PEACEKEEPER WILL BE A BOOST FOR EACH INDIVIDUAL CITIZEN.

Recd. 11/11/10

SECOND, MINOT HAS THE HOUSING AVAILABLE TODAY AND WILL HAVE IN 1990 WHEN THIS PROGRAM BEGINS. OUR OCCUPANCY HAS BEEN AT 85 TO 90% , LOWER THAN WHAT THE DRAFT EIS STATES, THE INCREASED DEMAND FOR HOUSING CAN AND WILL BE EASILY MET, PLUS THE OCCUPANCY RATE WILL INCREASE TO ABOUT 96% WHICH IS A POSITIVE IMPACT FOR OUR RENTAL MARKET. WE HAVE THE UNITS AVAILABLE FOR THE PEOPLE WITH THIS PROGRAM, WE WELCOME THEM TO JOIN US HERE IN MINOT AND ENJOY THE QUALITY WAY OF LIFE WE ARE SO PROUD TO HAVE.



194 USC 204, 194 USC 205

4345 J. Biol. Chem. 274:4341-4347, 1999

He was also concerned and distressed that the air force did not consider the psychological consequences of deploying the aerial warfare program in Germany as other programs. He was intent on protecting the American public, however, the American public is not being protected from the potential psychological and mental deployment. This is contradictory and needs to be rectified.

The psychological consequences of living with nuclear weapons have been scientifically studied. As have been found to be adaptive to people's psychological health, results tend to imply, minimize, and rationalize away the horror of nuclear annihilation, because it is just too overwhelming to allow themselves to experience this potential horror. Children's attitudes are not so well developed, and they are very likely to experience the horrific fear and helplessness.

In the early 1960's researchers at the United States Institute of Medicine interviewed school-age children and asked that 76 percent of the children know about the "bomb" and were concerned about living with the consequences of it (nuclear war). In the late 1960's the American Psychiatric Association asked over 1000 children and teenagers about living with the threat of nuclear war. The study concluded that the results were "quite disturbing, and underscore [that] the youngest cohort of nuclear war victims is being exposed to their consciousness [via] official and unofficial channels" (Schwartz and Kessler, 1970).

[illegible]

Finally, Vivienne Verdon-Jee, an educator, spent six months interviewing children and adolescents, and found that "my young people express a very real fear that their lives are in, or at, an unnaturally 'workless' state," which psychologically makes them "fretter to statistics, while at the same time of a nuclear war is inevitable, but shows up, as well, beginning, middle, statistics makes the essential suffering (of mine and Van Gogh's) fresh."

It challenges the country as identity, not control, the dominant concept of nuclear administration, we wonder how children in emergency, as well as some adults, will react to the very concrete reality of nuclear disaster safety, built and transported in and around the reality of the nuclear industry. How will they react to the very concrete reality of the possibility of the disaster even though the schools they attend? Central high school, downtown northern high school, and Jesus, Mary and Joseph school will all be within minutes, if not visual contact, of the proposed waste system. How will they react to the possibility of the disaster? Will there be the potential for accidents or terrorist attacks in Wyoming?

during the last ten years in our practice as psychologists in Cheyenne, we have directly witnessed people in the community sustain the psychological effects of living with nuclear weapons. Children often express fears, helplessness, and apathy, while adults frequently demonstrate psychological numbing--the denial of the potential danger of these weapons. In addition, we have observed a general loss of hope and confidence in the future, because no one wants to see the "evolution" missiles--they are "way too dirty and dangerous." A young girl who has a missile silo near her home "plays" to live but her whole family will not live. Other children suffer from recurring nightmares during the last several years. These children and adults are likely to have become more frequent and more severe when they have been in contact with the

the long-term consequences of these psychological reactions to the "assault system" could be devastating. Some psychologists contend that the fear of nuclear war and nuclear holocaust may undermine people's abilities to make decisions about the future; they become apathetic, nihilistic to present dangers, and begin living for the moment; these reactions may lead them to increased drug and alcohol use, suicide attempts, economic exploitativeness, and environmental abuses.

- 1 We hope that the Air Force has inadvertently overlooked this major deficiency in the DEIS. Otherwise, it will be difficult for the Air Force to justify how it can protect our most valuable resource—our people—from physical destruction, while it ignores the possible psychological damage that might occur from deployment of the proposed missile system immediately adjacent to Cheyenne. It is time that the Air Force, at the very minimum, study what effects living with the MX may have on the citizens of Cheyenne.

Purdy S. Marshall

Purdy S. Marshall, Ph.D.
Psychologist

Tom Bougety

Tom Bougety, Ph.D.
Psychologist

REFERENCES

Beardale, W. and Mack, J. "The Impact on Children and Adolescents of Nuclear Developments," American Psychiatric Association Task Force Report #20, *The Psychosocial Aspects of Nuclear Developments*, 1961.

Bacalona, S. Children and the Threat of Nuclear War. In *Behavioral Science and Human Survival*. California: Science and Behavior Books, 1965.

Van Ornum, W. and Van Ornum, M.W. *Talking to Children About Nuclear War*. New York: The Continuum Publishing Company, 1984.

LOCATION F.E. Warren AFB.

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 Public hearings were held only in Cheyenne, while R01(4.2.11) for employment and income includes 2 counties in Wyoming and 3 counties in Colorado. Nebraska citizens have also expressed a desire for public hearings.
- 2 Safety concerns, Wyoming weather, human error and/or sabotage, have been addressed inadequately. The Challenger and Chernobyl are examples of disasters that 'shouldn't' have happened.
- 3 No provisions have been made for human services, including the mental health of school-age children, who now live the fear of nuclear destruction as their number one concern.
- 4 The above local concerns are magnified on a national level, where the public has to pay for further research and documentation of a project they, through Congress, have already rejected.
- 5 Please adopt the No Action Alternative.

Erin Borgeson, Box 152, Tie Siding, WY 82004

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFCEC-SM/DEV
Norton Air Force Base
San Bernardino, California 92400

Little Bear Rte. Box 41
Cheyenne WY 82009
August 26, 1986

Comments on the DEIS
Peacekeeper-Rail Garrison
Warren Air Force Base, WY

Dear Sirs,

I would like to preface my comments and questions with the statement that the entire proposal is so flawed it borders on the absurd. The tax money spent on the rail garrison could be put to much more good in almost any other application.

- 1 Figure 2-2-1
This chart is not clear. It seems to me there would be short term effects on utilities, air quality and noise. There might also be long term noise impact if engines are run continuously.
- 2 Pages 2-1 through 2-10
The small ILR has received only cursory coverage. There seems to be an assumption that the only impacts would be on the city of Cheyenne and ignores the impact on rural areas. If it is okayed by Congress will there be another round of hearings? Mention is also made of other classified options for the base. How will the public concern about impact be ascertained?
- 3
- 4
- 5 Page 2-2
The number of train trips compared to trips on national network does not apply to individual bases. There needs to be a comparison of local traffic to missile traffic. There should also be an analysis of the likelihood of accidents and sabotage. The plan for securing an area in the event of an accident or breakdown was not addressed any place I could find.
- 6
- 7 Section 5 Safety Considerations
After reading this section I felt the dangers of this weapon system were being underestimated. Further, the assumption that local authorities would be able to handle any accident are grossly underestimated. There is no oversight agency in Wyoming (or possibly no communication) to protect the citizens in the event of a potentially dangerous situation as was shown recently in the incident at site C11.
- 8 Map 5-5
The map shows MAP between two public water aquifers into Cheyenne. Why do you not feel there is a danger to the local water supply through explosion or chemical leak?

Sincerely

Mae Kinkadee
Mae Kinkadee

Dear Lt. Colonel Peter Walsh,

As a concerned citizen and taxpayer I am commenting on the EIS for the Blackfeet Rail Garrison Program. I do not feel adequate alternatives have been addressed in the document. I feel there are other less costly alternatives which lead to greater national security which should be considered.

- 1 First of all reducing the number of nuclear weapons rather than increasing them leads to a safer world. The Soviets have indicated a willingness to reduce their weapons by half if the U.S. will do the same. I would rather spend money on an expensive verification system than more weapons which lead to less national security. In fact I might even consider funding the

- 1 and not too accurate to threaten the Soviets with a first strike. Of course it is important that the Soviets reduce their arsenal to the same 100 "loopy" nuclear weapons. This would have to be verified over time.

Although my hope is to eliminate nuclear weapons entirely, I would hope the above idea would be a long first step toward the realization of that goal. If you have any questions with regard to the above proposal, I would be happy to elaborate.

My address is 1924 SOUTH BENTLEY ST.
Denver, CO 80224

Thank you,
G. Grayson

Rail Garrison Program of the nuclear warheads were not so accurate. The accuracy of the MX missile is very debatable because it is a lethal first strike weapon. If the trains would carry "loopy" nuclear weapons which would cause a great deal of destruction but not threaten the Soviets with a first strike potential, the garrison program might be a good idea.

As long as the U.S. is to continue its strategy of Mutual Assured Destruction (MAD) to maintain national security, I would suggest that we reduce our number of nuclear warheads to 100 and confine them to the submarines until such time as the submarines can be detected. ~~At~~ That time place over to the rail garrison program to carry the same 100 weapons. At all means make sure the weapons are strictly defensive in nature

August 29, 1988

Lt. Col. Walsh
AFRC-BMS/DEV
Norton Air Force Base, CA 92409-6448

Dear Lt. Col. Walsh,

I would like these comments to go on record as written testimony against deploying the MX in rail garrison mode, or in any other mode in Montana. The final EIS statement should include those comments made by us in Montana who are very against this idea. My reasoning follows below:

- 1) We already have enough war weapons and power in Montana to out do the damage done by Hiroshima.
- 2) We are already a #1 Target should war occur, and more missiles here will only make that fact more true, and make us a bigger and more urgent target.
- 3) The idea that some people have that this would help our economy is a farce. It would give a few people here jobs, but it would be "boom and bust" and once the work was done we would be left with all kinds of problems, no money, and probably new people here who would need jobs, when we already don't have enough work for the people who are here.
- 4) One of our best and fastest growing economic developments in Montana is our tourist trade and having more military growth is not appealing to tourists. What the tourists enjoy in Montana is our untouched space and the pristine beauty of our state.
- 5) I understand that the rail base plan is indeed the 37th plan for the missile modes. We have wasted enough money on where to put these missiles. All over our entire country this money could be used to help the sick and poor people.

Thank you for including these comments in the EIS statement for the MX Rail Garrison Mode Plan.

Sincerely,
Gretchen Grayson
Gretchen Grayson
813 9th Avenue
Helena, MT 59601

cc: The Honorable John Melcher
The Honorable Max Baucus
The Honorable Pat Williams
The Honorable Ron Marlenee

LOCATION Grand Forks, NDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Dear Lt. Col. Welch

I attended the Grand Forks meeting of Rail Garrison and want to say I support Rail Garrison.

The disappointment at that meeting was the peacekeepers' stance disliking to observe what that group thinks of peace. They don't have peace within themselves, so how can they be champions of peace?

I firmly believe that the Anti-Christ system will be crushed in by the peacekeepers.

The peacekeeper symbol of the upside down cross with the broken crossbar, is the Anti-Christ symbol.

The Bible tells us that these times were coming to pass - only Jesus can bring real peace.

Keep up the good word and don't be intimidated by the enemy. I'll be praying for you and the military - we must do everything we can to remain militarily strong and free.

Grace Buyer, 519-22nd ave, Grand Forks, ND 58701

Please hand this form in or mail to:

Lt Col Peter Welch
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Whiteman AFB MissouriCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1. I urge the "No Action" alternative to be taken at Whiteman AFB in regard to Rail Garrison construction. The DEIS report states the Peacekeeper would "permanently disturb woodland wetland & grassland habitat" (pg 4-11-33). It would displace species & create instability (of wildlife). The air force intends "to remove the birds from the area to reduce bird strike hazards." How do you intend to accomplish this? With a "shoot to kill" order? Many rare & endangered species inhabit & are migrating in the area (pgs 4-11, 4-12). This habitat will be eradicated and destruction of these species will soon follow. Even the Air Force has no regard for life on any level? The proposed construction of the project includes substation, diversion & destruction of three agricultural & undisturbed wetland 700 year flood plain area. It is totally impractical to build on a flood plain - why leaders with the faces of nature now? They've already lost. Why do you continue to destroy the earth in the name of peace?
- 2.
- 3.

Diana Nomad, Box 70-915 East Broadway Columbia, Mo. 65201

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Welch
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM
LOCATION: LITTLE ROCK AIR FORCE BASE

The following environmental issues have not been adequately analyzed in the Draft Environmental Impact Statement:

1. There is a high probability that Pulaski County will experience an earthquake registering 6.5 on the Richter Scale by the year 2000. (Arkansas Naturalist, Vol. 2, #8, August 1984). In addition, if an earthquake with a 8.5 Richter Scale rating occurs in the New Madrid Fault area, buildings in Jacksonville, Arkansas will be architecturally damaged. The final environmental impact statement must discuss in detail the impact on the rail garrison housing and to the rail track if an earthquake registering 6.5 - 8.5 on the Richter Scale occurred.
2. Air and water pollution could occur if the rail garrison is damaged from sabotage or due to an accident. The final impact statement must discuss the probability of accidental or enemy action damage to the Rail Garrison, and the types of air and water pollution that could result from such damage. For example, what is the possibility that an accidental detonation or the spilling or venting of noxious or toxic propellants will occur? What damage might we expect from various types of detonation or spills? The final impact statement should discuss the environmental impact on our aquifer of hazardous materials spills, especially the impact on the City of Jacksonville's water wells. The effect of spilled pollutants on the area's surface water-including Bayou Meto and the Arkansas River should also be addressed.

Submitted By: League of Women Voters of Pulaski County
10007 Lemoncrest
Little Rock, Arkansas 72209

RLG-22
02/26/88
Revision 2

LOCATION

DATE August 30 1988

R.R. 1 Box 91

Max No. Dak. 58754-9625

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

My name is Gordon Duboroy

It is very important to remember that the Air Force, Army, Navy, Marines and their equivalents from the East Block or the Third World, have great and wonderful people. However, each has a notorious "bad product." That product is war, and the mendacity and hatred it creates. The slogan of the Strategic Air Command, "Peace is our Profession" and the name "Peacekeeper" (to describe the war toys) are essential parts of that mendacity, doublepeak, and doublethink. With effective brutality, this slogan, and that name deliberately abuse the English language. Our present, and doomed to failure policy of "higher sticks and more stones" is just as crude and barbaric. Now and it was 20,000 years ago. Even with microchips and an atomic case, this contemptible philosophy, spirit of hostility and corruption which is emphatically not the National, civilizing message (Jesus spoke of a "Sermon on the Mount.") We urgently need to realize that the earth is not one country, and mankind its citizens. It was Martin Luther King Jr. who said "It is not a choice of violence or nonviolence. It is a choice of violence or nonexistence."

Gordon Duboroy R.R. 1

Box 91

Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

The playwright Arthur Miller has asked "If I love my country, why is it necessary for me to hate other countries?"

We urgently need to just say no "to nuclear, conventional, biological, chemical, incendiary, economical, and psychological war toys."

The Pope and the Bishops have begged us to end the arms race and nuclear test ban treaty.

Realizing we are made in God's Image, it is only wise that we become more like Him, and be compassionate, understanding, forgiving, and filled with Love.

Jesus said for us to feed the hungry, clothe the naked, and save the persecuted. This we emphatically do not do while we are playing with our various (nuclear, conventional, biological, chemical, incendiary, economical, psychological) toys.

Micah the Prophet said that we are to beat our swords into plowshares, and that those who take up the sword will perish by the sword.

At ground zero everything will be eliminated; all life, human, plants, etc.; all structures as well.

2

At a radius of a few miles from ground zero torrential winds as a result of the atomic blast will literally absorb/demolish everything in its path.

At a radius of several additional miles there will be more devastation as a result of a combination of effects: shards of glass (be they from automotive vehicles, tractor cabs, businesses, residences, etc.) will pierce anything and everything at a speed of hundreds of miles an hour; and spontaneous eruption of fires.

Various forms of radiation and fallout will continue additional death, due in part, but not exclusively, to wind direction.

A casual viewer, even 10, 20, 30 miles from ground zero, glancing at the cloud, and attracted by the sound of the devastating noise, will be instantly, permanently blinded.

Depending on point of impact, various forms of travel and/or communication will be destroyed if not severely damaged.

If medical facilities such as hospitals, clinics, doctors' offices are still standing, they will face intense, immediate stress through shortages, inadequate communication,

3

power outages, brownouts; through staff and personnel stressful working conditions causing their personal burnout.

Everything described thus far only partially describes mass death and destruction. People walking about, undamaged by the blast will become so distraught there will be mass suicide.

The denial of all these events at the MX missile hearing, particularly the hearing held in the Spring at Minot, North Dakota, significantly indicates the depth and intensity of the mendacity.

Gordon Dubovoy
R. R. 1 Box 91
Max, No. Dak. 58759-9625

4

Adora Lindsley Paine, AICP
Planning Services
210 West 27th Street
Cheyenne, WY 82001

August 29, 1988

Peter Walsh, Lt. Col., USAF
Director, Environmental Planning Division
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

Dear Lt. Col. Walsh:

Enclosed please find questions regarding the impacts associated with the Cheyenne-based Rail Garrison Peacekeeper proposal, prepared in response to the Air Force's Draft Environmental Impact Statement. As I explained to you in previous correspondence, these questions are the result of the work of a group of people in Cheyenne who support the Peacekeeper program and, at the same time, want to assure that local quality of life does not suffer needlessly due to careless planning, errors in siting or insufficient attention to impact mitigation.

I would like to note that these concerns include several which were raised during the scoping hearings and the subsequent comment period. I understand that the Air Force has chosen to address only those issues with a "large enough" impact; I would submit that many of the issues here -- ignored in the DEIS -- are "large enough" to generate significant community concern regardless of how they technically are viewed by the Air Force.

DOCUMENT 452

For this reason, because more current data could have been used in several analyses, and because impacts which will be significant to the community were defined by the DEIS as not significant (e.g., Randall Avenue traffic impacts), the DEIS is inadequate to meet the purpose for which it is intended. In order to use the EIS for informed decision-making about a major -- and very expensive -- defense project, facts must be current and accurate. Many local conditions were not investigated -- conditions which are pivotal to assessing the magnitude of the impacts of the Rail Garrison project.

Thank you for the opportunity to comment on the Peacekeeper Rail Garrison proposal. I believe that there are a number of very significant local community concerns which must still be addressed and I appreciate your attention to them.

Sincerely,

Do Palma

Do Palma

DOCUMENT 452

COMMENTS:

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PEACEKEEPER RAIL GARRISON PROGRAM

Cheyenne, Wyoming
August 30, 1988

SECURITY

- 1 The DEIS does not address increased security provisions which will be made to accommodate the Rail Garrison: will these be apparent to or disrupt the lives of local residents, particularly those who live near the Base? Will increased security reduce perceived sense of neighborhood among these residents? Since two alternate sites are under consideration, the security requirements/impacts should be identified for each and a comparison should be made.

TRANSPORTATION

Western Hills/access routes:

- 2 Discussion of transportation impacts does not address any project-related increases in traffic at the north gate (near the Wyoming Highway Department offices), which is used for commuting and stage transporters. (Sec. 4.2.3.3) Will there be an increase in commuter traffic at this gate? Will there be an increase in secured transporting of missiles, missile parts, military goods, etc.?
- 4 Consideration needs to be given to the potential for traffic conflicts at this location, particularly because of the limited access to Western Hills from the rest of the City.

At-grade crossings:

- 5 Interruptions to vehicular flow along public roads because of railroad crossings are considered for the south site. (Sec. 4.2.3.3) Would these be reduced if the Missile Assembly Building and/or other Rail Garrison facilities were located on the south site in closer proximity to the train shelters? What will the at-grade-crossing impacts be if the north site is chosen?
- 6

DOCUMENT 452

Site selection

- 7 As two alternate sites are under consideration, the transportation impacts should be identified for each and a comparison should be made.

LAND USE

Future land uses

- 8 The DEIS notes the location of lands north and west of the Base owned by USDA, the City, Laramie County School District Number One, the Cheyenne Water Department and the Girl Scouts. There is also land near the north half of the Base which is privately owned but not currently occupied on a year-round basis. The DEIS does not address future plans for these lands. (For example, if the School District has made plans to construct a needed facility on its land north of the Base, how will the proposed restrictive easement affect these plans?)

Safety zones/future needs

- 9 No explosive safety zone restrictive easements which include residences are anticipated. (Sec. 4.2.4.3) Peacekeeper safety zones, however, were expanded after the Final EIS was completed. What is the likelihood this will happen with Rail Garrison? How much "extra" distance, for each of the two sites under consideration, is available should the zones have to be expanded?

Missile Assembly Building/Visual Impacts:

- 10 There is extensive discussion of the visual impact of Train Alert Shelters (TASs) and of the Training Train Shelter (TTS), but no mention is made of the visual impact of the Missile Assembly Building (MAB). (Sec. 4.2.4.3) In previous comments, numerous concerns have been raised about the MAB, including its height, its visual character, the distance from which it will be visible, and anticipated lighting patterns for the building.
- If the Missile Assembly Building will be considerably taller than other Base buildings, and if it will be visible from area residences, mitigation measures should be addressed in the EIS. Paint colors alone are an insufficient mitigation measure. Lighting and visual impacts during dark hours should also be addressed.
- Alternative site(s) should be considered for the MAB as well as the train shelters. Locating the MAB on the south site in association with the train shelters should be considered and advantages/disadvantages assessed.

DOCUMENT 452

WATER RESOURCES

- 11 Runoff in the event of a major storm should be addressed. The potential for flooding is mentioned, but the DEIS only addresses annual increase in baseline wastewater discharge. (Sec. 4.2.7.3) There are several locations in the northern portion of the City that are prone to flooding during heavy stormwater runoff situations. How will these be affected by the project? The stormwater runoff impacts for each of the two alternate sites should be identified and a comparison should be made.

AIR QUALITY

- 12 The discussion of fugitive dust assumes a fifty percent reduction due to watering of the construction sites. (Sec. 4.2.9.3) Experience has shown that construction site watering is often not performed as proposed. What provisions will be made to assure watering?
- 13 There is no discussion of the effect of prevailing winds upon fugitive dust distribution. Will the area's customary northwest winds focus the dust in some areas and reduce it in others?
- 14 Fugitive dust impacts for both alternative sites should be identified and a comparison should be made.

NOISE

- 15 The noises associated with the operation of a railroad yard are not addressed. (Sec. 4.2.10.3) One of the most noticeable noises associated with the operation of railroads is not noise from trains travelling along tracks, but the rearrangement of cars and other movements made in the yard. How frequent will such noises occur? Where and at what level will these noises be heard if the north site is selected? If the south site is selected?

CUMULATIVE IMPACTS

- 16 The Air Force needs to address how the deployment of Small ICBMs might affect the advantages of one Cheyenne site over the other. Will the Air Force know whether Small ICBMs are to be deployed at Warren AFB before the site selection for the Rail Garrison is made?
- 17

SAFETY

- 18 The repercussions of possible mishaps at the project site(s) (Sec. 5.0) should be addressed in the context of both alternative sites under consideration. The DEIS should consider how location affects the number and severity of injuries, should any of the site specific accident scenarios occur. The statistical consequences of solid propellant explosions -- from fatalities within 280 feet to the spread of lethal gas for a distance of 1.6 miles -- might be different for the two sites. Would one site be preferable to the other when the possibility of accidental release of radioactive materials settling over an area as large as eight square miles is considered? While prevailing wind patterns are mentioned, there is little evidence that local meteorological patterns were analyzed for the purpose of site selection. For example, there is no evidence that consideration was given to locating the Missile Assembly Building at a site distant from inhabited areas and not in the path of prevailing winds which might carry hazardous materials resulting from an unexpected accident.
- 19 The possibility of intentional or accidental damage to railroad tracks should be addressed. When alternate sites are reviewed, consideration should be given to routing missiles (for maintenance, training or in times of national need) over tracks located as far as possible from inhabited areas.
- 20

PUBLIC FUNDING

- 21 The DEIS cites large reserve funding levels in the City, the County and School District Number One. There is no demonstration that these reserves are actually available, and, if they are, that they are present for the purpose of managing impacts from Rail Garrison. Rail Garrison impacts should be mitigated by the Air Force, not through local government budgets.

HOUSING

- 22 The DEIS does not address the likelihood that increased demand for housing during peak years will result in overbuilding of housing units, so that projected vacancy rates during the operating phase will be underestimated. (Sec. 4.2.1.3) How does the Air Force propose to avoid overbuilding so that vacancy rates do not soar once construction is completed? Demand for rental units are not completely assessed. Demand should be tied to location and affordability -- are units available in locations and at costs commensurate with demand?
- 23

SOLID WASTE/LANDFILL CAPACITY

- 24 The DEIS notes that baseline requirements will result in the need for a new landfill by 1992, and then concludes that solid waste generation will not be a significant problem because the City will have to find a new landfill by then anyway. (Sec. 4.2.2.3) It is the responsibility of the project to ensure that the impacts from the project are handled. While the project-related increase in demand for solid waste disposal may be small, the Air Force has a responsibility to ensure that adequate solid waste facilities are available to manage project impacts. The City's ability to locate, permit and develop a new landfill by the 1992 deadline should also be assessed.

MONITORING

- 25 What system(s) are proposed to monitor impacts, coordinate mitigation with local governmental bodies, address unforeseen problems, and ensure that expected impacts are not significantly greater than anticipated? The Air Force should already be coordinating its planning with local governmental entities (City, County, School District and State); in that way, concerns can be addressed with the most current data available and in a manner that is most coherent with local planning efforts.

SHARON BREITWEISER

819 Harney
Laramie, WY 82070
(307) 742-8189

August 29, 1988

Lt. Col. Ter Walsh
AFRC-B-UEV
Horton Air Force Base
San Bernardino, California 92409

Dear Col. Walsh:

I attended and spoke at the August 10 hearing in Cheyenne, Wyoming, regarding the draft environmental impact statement for the proposed MX rail garrison. Following is a written summary of the comments I made as well as additional concerns I have regarding the environmental impacts and the EIS process.

1. I feel the general public was given insufficient time to prepare for the DEIS hearings. The DEIS was not received by private citizens until approximately three weeks before the scheduled hearings, although government agencies reportedly had the document weeks ahead of that time.
2. A DEIS hearing should be held in Laramie, Wyoming. It is unfair to expect people in Laramie to drive 45 miles to attend a hearing. We would be directly impacted by the movement of trains on the rails of Wyoming as well as by any accidents associated with the MX program, and our community deserves to have a hearing scheduled to allow concerned residents to ask questions and voice their concerns.
3. The No Action alternative needs to be more thoroughly addressed in the EIS. Specifically, the impacts of using MX rail garrison funds elsewhere in our society should be considered. The U.S. is a debtor nation, and the EIS should look at whether our national security environment would be better enhanced by using these funds to reduce the national debt -- or to feed the hungry, house the homeless, eradicate illiteracy, and provide health care to our people.
4. I would like to see the accident issue considered in greater depth, using real rail accidents as possible scenarios and determining whether or not such disasters could be avoided in the MX program -- and what would happen if they were not. The recent heat buckling of rails is one type of incident that comes to mind. How can the Air Force assure that maintenance of hundreds of thousands of miles of track and be adequate? What about the human error factor that could result in an accidental launch; how can the public be sure that personnel are trained to eliminate such risks, when we have too many tragic accidents demonstrating otherwise?

Lt. Col. Walsh
August 29, 1988

Page 2

5. The DEIS has looked at the possibility of accidents when the trains are sent onto the tracks in times of "national need". If considering a wartime scenario is germane in this context, then the environmental effects of wartime use of the system should also be addressed.
6. "National need" should be more clearly defined. The MX rail garrison program involves deadly nuclear warheads that could end life as we know it. The public has a right to know under what circumstances the government would mobilize such a program. The presentation at the EIS hearing mentioned the Cuban Missile Crisis and the Mid-East Oil Crisis as examples of times of "national need". We survived just fine without send out or off nuclear weapons then, and I doubt most people would view waiting in line for gas as justification for starting a nuclear war.
7. The presentation at the hearing mentioned a 3,760-foot explosive safety zone at the garrisons. If such a zone is needed at the siting facilities, wouldn't similar areas be required on each side of all railroad tracks proposed for the system?
8. I dispute the DEIS contention that socioeconomic impacts would be low and not significant. Spending \$10-15 million on nuclear warheads when people in every region of the U.S. go hungry and without shelter every night is a serious social and economic concern.
9. It seems inappropriate to me that the Air Force plans to work with local agencies for the "next few months" to determine mitigation measures. Such measures and options should have been determined prior to issuing the DEIS and addressed therein for public comment.
10. The Air Force always states that MX hearings are not a forum for persons to state their views on arms control. However, the Air Force never says that the hearings are not a forum for people to praise the military. The entire EIS process needs to be more sensitive to the views of all and not a rubber-stamp process for the escalation of the nuclear arms race.

Sincerely,

Sharon Breitweiser

LOCATION Little Rock / FinkenCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

As an important matter, it greatly concerns me the safety of our state as a whole. I have chosen this state because of its natural beauty & rural charm. For people that may child will grow up under the structure of an air missile - the chief concern is putting the state in a strategic target point. I am also in mention of what would happen if the Rail Garrison would happen to derail causing the miss in our state. Supposing the warhead did not explode how many people would be affected via their water supply, what would happen to the ecological balance of the area - who defines sustainable? - who after doing it necessary to plant the tree on the rocks - how many practice area must it make? - for less of the time why are we doing this? - what will be done to protect the people during the V-6 has the period of deployment.

William Rogers, 1414 E. 18th St, Little Rock, AR 72204

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock / FinkenCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I have two concerns around the implementation of the Peacekeeper Rail Garrison that I would like to see addressed:

- 1) The safety of the existing railroad lines. Can they safely accommodate the very heavy MX canisters? With the railroad lines be well maintained and scrutinized to ensure no accidents will occur.
- 2) These private citizens in the area, the my pass through how affected will they be? Will they be bothered, bothered or disrupted because they happened to live in the area? Might their right of privacy be jeopardized by this program?
- 3) Jeopardized

Sue Sharp, 2411 Rt 1, Tinseltown, Ar. 72080

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock AFBCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Existing pollution is a great factor the case of Little Rock Air Force Base for the Rail Garrison here. The recent M.G.S. survey shows 13 on base sites of such high level pollution that it can't take more. My guess is that the base should be closed until it has been cleaned up. The Little Rock Air Force Base is unsafe for Air Force personnel.

Whitright, 1414 E. 18th St, Little Rock, AR

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Little Rock / FinkenCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The Peacekeeper Rail Garrison program is antithetical to national defense and constitutes an aggressive tool to threaten weaker nations. It is an inadequate environmental review and a failure to address the full impact of historical and environmental effects are evident from the fact that Oklahoma does not want a Peacekeeper Rail Garrison program in an adjoining state.

Wally, 11016 412 Cherokee, Tallahassee, FL 32304

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Pennsylvania Electric Company program proceeds and afford you an opportunity to bring forth any scientific methods we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Supplemental Impact Statement.

1. a) It seems quite clear that the carriers will be easily identifiable and thus an open invitation to sabotage with the consequent environmental impact.
2. b) The size and weight of the total ~~water~~ carrier will make accidents much more likely.

I believe that if I were part of the AF I would not want to be associated with the mess that the MX as presently conceived will likely cause.

But of course what security lies in a system that proposes destruction of what is to be protected?

Kenneth E Lake StarRidge Jerusalem AR 72080

Name	Street Address	City	State
Please hand this form in or mail to:		Lt Col Peter Walsh AFRC-BMS/DEV Norton Air Force Base San Bernardino, California 92409	

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to thank you for your environmental concerns we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- It seems obvious that this is a good idea - the carriers will be on much bigger in size that they carry in addition the greater weight of the carriers will make it easier to carry. Salaries would be easy with disaster circumstances.

Edith Lake S. F. Ct. 2000 AR 7280

Name	Street Address	City	State
Please hand this form in or mail to:		Lt Col Peter Walsh AFRC-E-BMS/DEV Norton Air Force Base San Bernardino, California 92409	

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER BAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peasecroft River Garbage program proceeds and afford you an opportunity to bring attention to any matters you may have inadvertently overlooked. Our goal is a thorough, objective analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- Have you stopped and thought about the amount of
1. ~~put~~ ^{lost} ~~weather~~ ^{has} ~~has~~ ^{been} down in the past few years. Most
of them only amount to a few chemical spills and a few people
getting killed. ~~then~~ I wouldn't want to see one of these things
happen.

Peace through fear + domination!
Is it really peace at all?

Robert E. Hillman HC 32 Box 82A Mulhiken, Ark. 72560

Name	Street Address	City	State
Please hand this form in or mail to:		Lt Col Peter Walsh AFRC-SM/DEV Norton Air Force Base San Bernardino, California 92409	

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to inform you for the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- Very often in HK the fear of disarming
"gangs" and our troops are in great need
of support. The new troops and night will
be disappointed to see the troops and
then, finally to meet people in a way of
demilitarized area. The jungle factor of
"gangs" seems to make the whole
plan more of a surprise against our
own people. Further than a warning against
but not necessarily only recently two from
new leaders suggest a new way
in all, however, it is not possible because
of our map of territory that is probably
being to make to our conditions of war
including the "M" and a person's target and
security may be a knowledge of the
present. As the new is planned and now
as time elapses, a few things are changing
and one is a point of view. The new is a new

Barbara Ann Ruthen Stark, June 16, 1920

Name	Street Address	City	State
Please hand this form in or mail to:		Lt Col Peter Walsh AFRC-EMS/DEV Norton Air Force Base San Bernardino, California 92408	

LOCATION Little Rock / BlythevilleCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

The environmental impact of this program is well beyond the desert. The making and waging of war, whether it is called a police action, undercover, or for reasons of national security, has always been and always will be damaging to the environment in which that war is waged. For reasons of national security, or even global security, there should be no place for nuclear weapons.

Don von Bau Rt6 Box 2 Tecumseh Missouri 65760

Name	Street Address	City	State
Please hand this form in or mail to:			
		Lt Col Peter Walsh	
		AFRC-BMS/DEV	
		Norton Air Force Base	
		San Bernardino, California 92409	

LOCATION NEW VAN BUREN CO ARKANSASCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I DO NOT FEEL THAT THE RAIL GARRISON PROGRAM IS ENVIRONMENTALLY SOUND.

THE VULNERABILITY OF THIS SYSTEM TO THE VAGARIES OF HUMAN NATURE AS WELL AS TO THE PREDICTABLE REALITIES OF MECHANICAL SYSTEMS HAS BEEN VASTLY UNDERESTIMATED.

BOTH THE WAREHEAD AND PROPellant FUELS POSE ENORMOUS DANGERS TO THE ENVIRONMENTAL HEALTH OF ALL LIFE FORMS. WE DO NOT HAVE TO ACCEPT THIS RISK FOR THE DUBIOUS DEGREE OF SECURITY WHICH IS PROVIDED.

THANK YOU

Hans P. Hammer

Hans P. Hammer State St Morrilton Ar. 72110

Name	Street Address	City	State
Please hand this form in or mail to:			
		Lt Col Peter Walsh	
		AFRC-BMS/DEV	
		Norton Air Force Base	
		San Bernardino, California 92409	

JAMES H. PRENTISS
2158 Union Avenue
Suite 523
Memphis, Tennessee 38104
Ph. 901/725-6400

Please read the attached memo from the Jacksonville (Arkansas) Chamber of Commerce. This is in regards to the possible deployment of the Peacekeeper Missile Project at the Little Rock Air Force Base which is located near Jacksonville.

The Chamber has gone on record in support of this deployment and is actively soliciting chamber members support because of the positive economic impact which the project will have in this area.

Please consider filling out the form enclosed and sending it to Lt. Col. Peter Walsh at the address given. The deadline for sending your form (or a personal letter if you prefer) to the Air Force for consideration is August 31st.

Thank you for your prompt attention to this matter.

Jim Prentiss

8-18-88

Jacksonville Chamber of Commerce



August 12, 1988

Dear Chamber of Commerce Member:

Please read this letter at once. It is important that you respond to this letter immediately. On August 1, 1988, the second Environmental Impact hearing concerning the deployment of the Peacekeeper Missile at the LRAFB was held at North Pulaski High School.

The purpose of these meetings was two-fold. One was to explain the environmental impact on our community of this possible deployment. The other purpose was to allow the public comment on the draft of the Environmental Impact study. At both meetings, people were given the opportunity to voice their opinion or submit a written comment to the United States Air Force.

These statements and letters will have an impact concerning the bases chosen for this mission. Your Chamber of Commerce Board of Directors went on record at both meetings supporting the deployment of the Peacekeeper Missile at the LRAFB. We need all Chamber members to fill out the enclosed form and return it before August 31, 1988, to the address on the bottom of the form. This will reaffirm our Chamber's support of the Peacekeeper mission at the LRAFB.

Since we seldom get the opportunity to write the United States Air Force concerning our support of the LRAFB, you should not let this opportunity pass you by. Be as positive and supportive of this mission and the LRAFB as you can possibly be. If you need additional copies of this comment sheet for your friends and neighbors, or have any questions, contact your Chamber office at 982-1511.

Good intentions are not enough! Each Chamber member needs to submit a comment sheet in support of this mission at the LRAFB. Your involvement in this project is important and appreciated.

The Board of Directors of your Chamber of Commerce thanks you for your prompt attention to this matter.

Sincerely,

William Swartz
Chairman
Military Affairs Committee

BC/DN/jv
Encl.

Dub Myers
President

1400 Main Street, Jacksonville, Arkansas 72076 501/982-1511

Abilene, Texas
August 30, 1988

SAF

Subject: Railmiller at ~~Peace~~ AFB, Abilene, Texas
Secretary of Defense, Frank Carlucci
Representative Lee Aspin

Dear Sirs:

I am sending each of you a copy of this letter.
I would like to see an investigation into the meeting that was held for the proposed Peacekeeper Rail Garrison at the Abilene, Texas Civic Center, on July 25, 1988.
I got there 30 minutes early before the meeting started. I filled out a card to speak and gave it to the Air Force Officer behind the desk. I checked the box that I wanted to speak. I never did get to speak.

The Abilene Reporter News estimated the next day that 250 people attended the meeting. Ref: enclosed clipping. You would think that in a three hour meeting, that there wanting to speak would have the chance.

The Air Force Col. said the public would be allotted 3 minutes to speak. Three minutes each that is.
About the first 30 or so who were called were mayors, civic leaders, city and county commissioners, etc... Many of them read letters from State Representative, Governor, Lt Governor, state and national representatives, etc...

I do not think it was fair for me living in Abilene, Texas for over 30 years not to be able to speak and yet letters were read from people who live hundreds of miles away. A big percent of this first 30 or so had their speeches on paper so I knew they expected to get to talk. I believe some went over their 3 minutes. The Col. never seemed to cut them off but when anyone against the Rail Miffler spoke he let them pass when 3 minutes were up. After the first 30 or so spoke the Col. said the rest of cards were shuffled. I believe the deck was stacked so to speak. I didn't hear any of these money hungry backers mention the possible dangers of an accidental nuclear explosion. I think that would have a real impact on the environment.

Let's not play cat and mouse with nuclear weapons on our railroads. We don't have very many railroads in this part of the country and derailments tie things up for a while.

Next Page Please.

page 2

In the clippings from the Abilene Reporter News: dated Jul. 24, 1988: the editorial page has a statement that the major reason the Abilene community supports the Rail Miffler is because of the jobs it would bring. Jobs mean money, so the better line is money. The editorial doesn't mention safety, suffering, etc... we already have one big mistake here at Dorr; the M-1 Bomber. Let's not get another.

Please don't be mislead by our representative from here that all the people around here are for the miffler. He seems to think that we already have nuclear weapons at Dorr so more war matter. If I am forced to play Russian Roulette, I would rather have one shell in the gun than two.

Enclosed are clippings from the Abilene Reporter News. I think very much of you and your consideration. Sincerely,

Jack S. Herndon
773 Ballinger
Abilene, Texas, 79605
Tel: 915-6733207

P.S. The first 30 or so civic leaders, etc., who spoke, were for the miffler. Even though anyone who didn't get to speak had the chance to send a letter to Lt. Col. Walsh with their comments. However, a letter wouldn't have the impact that speaking up at the meeting would have.

8809725

DOCUMENT 465

11/9/17/1988

LOCATION Abilene, Texas

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

I WAS VERY DISAPPOINTED IN THE MEETING OF JUL 25, 1988 AT THE CIVIC CENTER IN ABILENE TEXAS.

THE CIVIC LEADERS, MAYORS, ETC WERE GIVEN TIME TO GET THEIR SAY, BUT THOSE WHO MIGHT SPEAK AGAINST THE MISSILES WERE SHUFFLED TO THE BACK OF THE DECK.

I GOT THERE 30 MINUTES EARLY & FILLED OUT A CARD TO SPEAK. I DIDN'T GET TO SPEAK.

I GAVE MY CARD TO AIR FORCE OFFICER BEHIND THE DESK.

SEEMS TO ME THAT A MEETING LASTING 3 HOURS WAS FIXED IF ALL THOSE WANTING TO SPEAK DIDN'T GET TO. THERE WAS PROBABLY LESS THAN 300 PEOPLE THERE. REPORTS NEWSP. 250 PERSONS.

THE BACKERS OF THIS SYSTEM WANT TO LIVE THEIR PROBLEMS WITH MONEY. THE ENVIRONMENT WILL BE RUINED DEATH IF THESE MISSILES ACCIDENTALLY EXPLODE.

JACK S. HERNDON - 873 BALLINGER, ABILENE TEXAS

Name _____ Street Address _____ City _____ State _____ 79605

Please hand this form in or mail to:

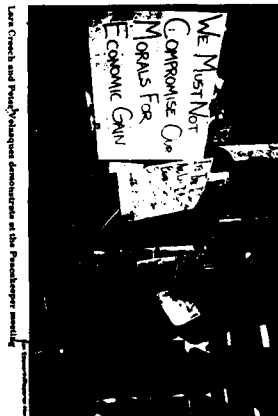
Lt Col Peter Walsh
AFPRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

THE RAILROADS IN THIS PART OF THE COUNTRY AREN'T THE FIRST TO PLAY CAT AND MOUSE WITH NUCLEAR RAIL MISSILES OR OUR RAILROADS IN PLAYING RUSSIAN ROULETTE ON A LARGE SCALE.

Note: See Document 349 for further responses.

DOCUMENT 465

Abilene Reporter News invites Peacekeeper Chorus of approval



Lt. Col. Peter Walsh presents the Air Force case for the Peacekeeper missile system.

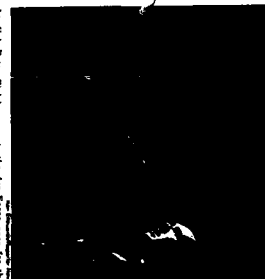
Crowd voices support despite show of protest

Abilene, Texas (AP) — A crowd of about 250 people gathered at the Abilene Civic Center on Tuesday night to hear Lt. Col. Peter Walsh present the Air Force case for the Peacekeeper missile system.

Despite a show of protest by a small group of people, the crowd of about 250 people gathered at the Abilene Civic Center on Tuesday night to hear Lt. Col. Peter Walsh present the Air Force case for the Peacekeeper missile system.

Walsh, who is the commander of the 3rd Air Force, said the Peacekeeper missile is a "game changer" in the world of nuclear weapons. He said the missile is "small, accurate, and easy to launch."

The crowd of about 250 people gathered at the Abilene Civic Center on Tuesday night to hear Lt. Col. Peter Walsh present the Air Force case for the Peacekeeper missile system.



Sunday, July 24, 1988
Abilene Reporter-News

Guests To

By MIRA WILLIAMS
Guest Columnist

How can the poverty in Mexico be solved? The answer is simple: by traveling to northern Mexico and seeing the poverty for yourself. After joining other curious travelers in Mexico, we walked across the border to our narrow Mexican-made bus.

We viewed rural areas that most would prefer to skip. Our itinerary took us from altitudes of 10 feet to 10,000 feet as we drove to Saltillo, Durango, Matamoros, Culiacan, Los Mochis, Cooper Canyon, Chihuahua, Monterey and Fresno before returning to the border.

In cities many people were poor.

On Letters to the editor

Unequal time

I attended the meeting at the Civic Center Monday night. I got there 30 minutes early and found a couple of seats.

About 15 to 20 civic leaders, elected officials, etc. got to give their comments. They spread it out about 15 minutes each.

Most of their time was spent on nothing to do with the environment. They spent so much time that not all got to speak or filled out cards.

If this was an equal meeting, how come the first 10 or so were civic leaders, mayors, etc.?

As for the backers saying the opponents were primarily from Dallas, Fort Worth, etc., how about the letters written from representatives, governors, lieutenant governors, etc.? At least the opponents showed up in person.

It seems to me these things are equal and tried before the meetings ever take place.

It would be interesting to know how many city blocks one of these missiles would take out if they exploded on a rail car. That is probably classified. The backers were so busy pulling this Trojan horse into our city they didn't look at its contents.

JACK HERNDON
Abilene

Editorials July 24, 1988 Reporter-News Show support at hearing

Abilene's reputation of support for community relations with the Air Force is legendary. It's a tradition that comes from the days of the 1940s when the Air Force and the community were very close.

Further evidence of that support was demonstrated by April when the Air Force conducted a public hearing here to discuss the environmental consequences of having a Peacekeeper missile rail garrison at Dyess. Abilene people took out 16 signs with their enthusiastic support for the idea.

Now we have the opportunity to do it again. Another meeting will be held Monday at 7 p.m. in the 21st center. The Air Force will go over its environmental impact statement and hear testimony on environmental issues not already addressed.

The environmental impact statement, released earlier this month, reported: "The proposed action and the alternative action at

Dyess AFB would not result in significant impacts on any resources." Only three other bases, out of 11 sites being considered, received such a clean rating.

Of course, locating a Peacekeeper rail garrison here would have one kind of significant impact: it would bring jobs. Perhaps 500 good jobs — to Abilene. And that, we admit, is a major reason for the community's support.

But that's not all of it. Abilene supports the nation's defense mission. If the Peacekeeper rail garrison is to play a vital role in that mission, we will support that decision and do what we can to make it successful.

The Air Force is good for Abilene, economically and culturally. And Abilene is good for the Air Force. It is a partnership that has worked well and will continue to.

The Peacekeeper is welcome in Abilene. That's the message the Air Force needs to hear Monday night.

Continued from 1A

For the 49 percent who addressed the panel, 44 favored it, three opposed it, and two expressed concerns without outright opposing the system.

Many of those favoring it read letters from citizens. One letter, from Congressman Charles Stenholm and all 26 of his Texas House members, said: "We support the rail garrison plan."

The two opponents, several backers noted, primarily were from Dallas and Fort Worth.

One opponent, Christine Valenzuela, 51, described herself as a lifelong Abilene resident and added, "I don't want to be here."

As she spoke, she showed the panel a sign, "You Can't Hug Your Children With Nuclear Arms."

Another opponent, George Palmer of Dallas, chimed, "It's certainly not hard for me to understand the motivation of the military."

The more money the more motive it becomes to the further infusion of money," he warned.

Palmer said he couldn't bring himself to call the missile by its name, but referred to it as the MX.

The MX missile is a perfect example of a weapons system for political reasons rather than military reasons," he charged.

The audience was asked not to register approval or disapproval of any statements, and comments until some of the protesters began applauding their speakers.

Abilene Mayor Thelma Ferguson, seated on the first row behind the speaker's microphone, bit his lip and seemed through clenched teeth.

The outspoken mayor then bowed Vernon in a stage whisper obviously designed to carry as far as the Air Force visitors.

Center's doors "opened" and an armed guard, said Matt Sherrill, who carried a "Feed the children, not the arms" sign, said the guard was a Texas A&M University student from Abilene.

Proposed the Peacekeeper should be called the "Warbringer."

"We just want it to end," he said of the arms race. "It's a strange way to protect people."

Inside the auditorium, the crowd, composed largely of local business people, remained quiet and attentive through most of the informal hearing.

conscience Walter Wheat and Harold Pined in telling the panel to give a favorable recommendation to Dyess.

Other elected officials present and supporting the rail system were state Senator-elect Temple Dickson of Sweetwater, who claimed that his 24th Senatorial district, which includes Fort Hood in Bell County, has "the greatest military presence of any Senatorial district in the United States."

Taylor County Judge Jess Holmway, Taylor County Commissioner, Downing Bells and Don Dolder, Justice of the Peace Sam Matto.

State Rep. Bob Hunter sent a letter backing the plan, and included supporting letters from 43 other state representatives.

Kath Wells, who identified himself to the panel only as an Abilene citizen, bristled at the comments of the young protesters and told how his class at Texas A&M all volunteered for duty when World War II began.

"Wells didn't tell the panel — and Jim Ansell, later did — that Wells commanded the Marines who raised the American flag over two Japs, and was wounded in action there."

Many of the supporters were like former prominent New York City insurance man Robert J. Tiffany, who returned to Abilene because of the favorable impression the city made when he was assigned to Camp Bartley "as a brand new second lieutenant" in 1942.

The three-hour meeting was attended by an estimated 250 people, approximately 15 more than had attended the initial hearing in April.

Anyone disappointed by not being able to speak — or anyone who wants to address environmental issues — may visit the Director of Environmental Planning, and the comments received by Aug. 31 will be given the same weight and consideration as those given at the public meeting, said Col. Mike McPherson, the military judge assigned to preside.

The address AFRC, BMS/DEV Norton AFB, Calif., 7-24-88.

Center's doors "opened" and an armed guard, said Matt Sherrill, who carried a "Feed the children, not the arms" sign, said the guard was a Texas A&M University student from Abilene.

Proposed the Peacekeeper should be called the "Warbringer."

"We just want it to end," he said of the arms race. "It's a strange way to protect people."

Inside the auditorium, the crowd, composed largely of local business people, remained quiet and attentive through most of the informal hearing.

conscience Walter Wheat and Harold Pined in telling the panel to give a favorable recommendation to Dyess.

Other elected officials present and supporting the rail system were state Senator-elect Temple Dickson of Sweetwater, who claimed that his 24th Senatorial district, which includes Fort Hood in Bell County, has "the greatest military presence of any Senatorial district in the United States."

Taylor County Judge Jess Holmway, Taylor County Commissioner, Downing Bells and Don Dolder, Justice of the Peace Sam Matto.

State Rep. Bob Hunter sent a letter backing the plan, and included supporting letters from 43 other state representatives.

Kath Wells, who identified himself to the panel only as an Abilene citizen, bristled at the comments of the young protesters and told how his class at Texas A&M all volunteered for duty when World War II began.

"Wells didn't tell the panel — and Jim Ansell, later did — that Wells commanded the Marines who raised the American flag over two Japs, and was wounded in action there."

Many of the supporters were like former prominent New York City insurance man Robert J. Tiffany, who returned to Abilene because of the favorable impression the city made when he was assigned to Camp Bartley "as a brand new second lieutenant" in 1942.

The three-hour meeting was attended by an estimated 250 people, approximately 15 more than had attended the initial hearing in April.

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LA Col. Peter Welch, who is in charge of writing the 800-page draft environmental impact statement, said the study presented another option that he thought would improve Dyess' chances of selection.

The original plan called for the underground shelters housing the missile trains to be constructed on the southeastern end of the base, about 4,000 feet from U.S. 277.

But constructing the shelters nearer the northern end of the base — adjacent to the current weapons storage area — would result in a savings of \$26 million because 50 fewer persons would be needed to provide the high-level security at only one site, he said.

About the only drawback to that plan, he said, is that there are two inhabited homes in the "explosive zone," or a safety zone around the site. Those homes would have to be moved, although agriculture use of the land could continue, he said.

The option would present no danger to traffic on U.S. 277, but probably would not be visible from the major highway, he said.

Watch said the draft statement will be completed by the end of the year, but that he does not anticipate any decisions by Congress until after the November elections and administration change in January.

"I'm not going to venture into the world of politics," he said. "We can present only the technical data for selection of a site."

Watch said Dyess and three other bases — Grand Forks AFB, North Dakota, Little Rock AFB, Ark., and Minot AFB, N.D. — are "strong competitors" for the rail garrison system if it is funded.

The other seven bases under consideration have significant environmental problems to overcome, he said.

Of the four apparent major contenders, Dyess construction and operation costs would be low because of the beefed-up security and facilities necessitated by the base's role as the first line of the B-1B bomber.

Abilene architect Tim Rice McClarty turned the tables on the protesters. He began his statement with the words, "I'm not going to endorse any program at all that would jeopardize my family."

And the group seated at the back broke into applause. "But I support the rail garrison," he said.

Steve Zachar, Cindy Barr collaborate on due Page TD

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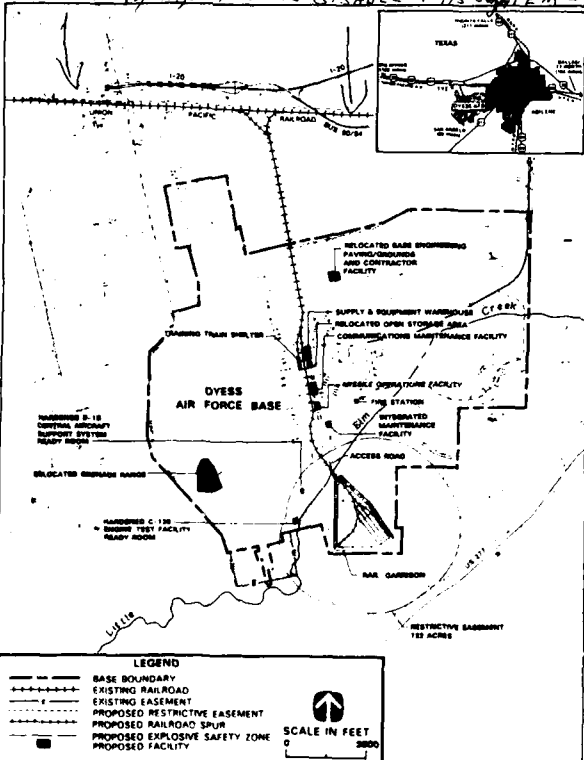
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AN ENEMY AGENT COULD DISABLE THIS SYSTEM WITH



PROPOSED PEACEKEEPER RAIL GARRISON FACILITIES AT DYESS AFB, TEXAS

nor, Page 1B

Showcase

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LOCATION LANPSCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 There is in support of this deployment
and is very important in supplying and serving
and all Air Force Programs are personal
thanks for the opportunity
first

Robert H. Hines (Shore's South Inc.) 1700 John Street San Bernardino, CA
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Nurtsath AFB, MICOMMENT SHEET
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- 1 Any Sedimentation into Allen Lake should not be
considered. Disturbance of this lake cannot be
since it is a lake in a very advanced state. It's
shouldn't project to the Arkose (where what would be
greater) is caused by a bog, having broken down
a variety of other flora associated to a mushy or
bag environment. Recreation such as canoeing is not an
option. I do not believe disturbance to the area should be
permitted since mitigation measures cannot compensate for
the loss. For the reason and disturbance to other
heavy water resources, a second rail connector is
can make an impractical and environmentally dangerous
proposal.
- 2 The danger of spreading contaminated groundwater into
the usable aquifer (sandy well) is reason to not consider
using groundwater supplies for the additional needs of the
program. It is not strictly that the existing groundwater
contamination problem be corrected before any new program is considered.
For the above reasons, I believe the No Action Plan is imperative.
- 3

Jeff Lange 1195 S. River Rd. Saginaw MI 48603
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Intended TargetCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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- 4 After meticulously reviewing the DEIS, nowhere have I read
anything of the impacts on the region where the missile will
strike. After all, they are being built to use 'arent they?
There can be no other purpose for the program because, if
peacekeeping (as the name implies) is the intended purpose,
then the program is totally unnecessary. One has only to
look around at the news to see that peace is very much
evanescent between other nuclear capable countries and ourselves.
Relations - particularly between Soviets and America - have
improved greatly, as the recent INF Treaty indicates. If
the destruction of present intermediate-range missiles is confined
only with an increase in ICBMs, how can we believe - or
be expected to be believed - that a reduction has been
made. No all-out need is evident, then, for the militarization
of the Peacekeeper Rail Garrison program for "peacekeeping"
purposes. Therefore, its intended purpose must be destruction of
foreign territories. It must be noted, then, that impacts on all the
environmental resource categories listed in the DEIS will be caused
to the extreme and human death will be very widespread.
- 5

Jeff A. Lange 1195 S. River Rd. Saginaw MI 48603
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION

COMMENT SHEET
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- 1 We respectfully urge that the Little Rock Air Force Base be considered
for the installation of the Peacekeeper mission.
We followed an industrial plant transfer from Michigan in 1968. We were
not in the military service at any time.
We have always found Little Rock Air Force Base to be a good neighbor.
The greater majority of our friends are either active or retired military
personnel.

Barbara Tottle 312 Bunker St San Bernardino, CA 92406
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

LOCATION Minot, NDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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I am against having the Rail Garrison program located here or anywhere. I do not feel that we need any more weapons at this type. And, the potential dangers of derailment, attack on civilians, disruption of regular rail services, & other accidents frightens me. When this idea was first proposed, I couldn't believe it was taken seriously. I'm frankly amazed that it continues to be so seriously considered. It is sad that we have spent so much time, effort & money on this project - money etc. that could have been better spent on clean-up of toxic wastes, development of a good rail transportation system reducing the drug problem or crime in American, education etc. Let us be more creative in pursuing non-military peacekeeping measures, please!

Anna Lian 909-16th St NW Minot, ND 58701
Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Most sincerely,

Anna Lian

QUESTIONS AND COMMENTS REGARDING THE "PEACEKEEPER RAIL GARRISON SYSTEM" AT A P.E.I.S. HEARING: MINOT, ND, AUG. 11, 88.

My name is Anna Lian. I have lived in Minot for over 15 years and work as an occupational therapist with handicapped children.

I join many others in this room wanting peace in the world and prosperity for this community. I share an appreciation for the Air Force and specifically for the positive impact the Minot Air Force Base has had on the Minot area. However, this idea, quickly embraced by City leaders with dollar signs in their eyes, frightens me. The endless testimonials orchestrated by the Chamber of Commerce describing citizen solidarity and support for the plan is disturbing because I know that this System is not favored by all. Many do not speak out due to real or imagined intimidation and fear loss of business or votes should they oppose the plan publicly. Let us in this room express ourselves honestly without fear of reprisal and work together for the greatest good. As Walter Lippman has said, "When we all think alike, no one thinks very much." It is my hope that in the future we will spend as much time, effort, and money on solving the problems of peace creatively as we have on accumulating thirty thousand pounds of destructive force for every human being in the world.

Specific questions and concerns are as follows: (please answer in writing as part of the final document)

- 1) Why are such issues as the "national security policy," "psychological impact," and "morality" considered "beyond the scope" of these hearings?
- 2) Why hasn't the "no action alternative" been considered in terms of the Nationwide Economic Impact? How many jobs would be created if over \$10 billion was spent instead on education or medical science, for example. Or how many jobs would be created if the money was left in the civilian economy instead of toward taxes for military expenses?
- 3) Why were only 61 lines of text (8 of them original text) devoted to the "no action alternative" rather than being seriously considered and detailed in the E.I.S.?
- 4) Why wasn't there a "no MX alternative" considered in the E.I.S.?
- 5) Will the 50 MX missiles described in the "proposed action" be some that are currently deployed or new missiles? If new missiles, why aren't these costs included in the expenditures table?
- 6) Why does the Air Force believe that we do not already have "sufficient military strength"?

Page 2 Anna Lian statement

- 7) What is the danger of "appropriately armed" security personnel to civilians living or traveling near the tracks who might be misidentified as a threat? Who will be considered a threat?
- 8) Is the purchase price of the "supplemental rail cars" included in the cost estimates?
- 9) Because this system is supposed to complicate the enemy's targeting task, does this mean that more towns and communities along the route could expect to be targets of an attack in a nuclear war?
- 10) If civilian dispatchers will know the precise location of trains, what would keep the Soviets or others from gaining this information? And, what would compel these civilian dispatchers and other employees to stay on the job during a crisis? Would the civil dispatchers also be subjected to the random drug testing, security, medical and psychological checks discussed in the DEIS?
- 11) Although the trains are said to "move randomly throughout the US," won't they actually be given special consideration and right of way privileges thereby possibly increasing collisions and other accidents?
- 12) The employment projections amount to a claim of over 52,000 jobs per billion dollars spent. This amount is too high according to similar, reputable studies. What indicators and assumptions were used to generate these employment figures?
- 13) Job type fluctuations are indicated from year to year according to program needs (research and development - operations). Thus spending would not generate similar jobs per billion ratio. What indicators and assumptions were used to generate these employment figures?
- 14) A boom/bust pattern is predicted in the DEIS with job numbers fluctuating from 40,000 to 140,000 to 13,000 and to under 12,000 in 1994 and beyond. Will these short term jobs really have a positive effect on this community and in the nation as a whole? It has been found that a community in Michigan diversified its economic base (after losing Air Force base jobs) and achieved a stronger & more secure job market and economic stability than experienced during its dependence on military spending. Let us not be swayed by the promise of jobs and money flowing into the community before we look seriously at alternatives.

ANNE LIAN
909-16th St NW
Minot, ND 58701

Anna Lian

LOCATION Whitman, IDCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

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- 1) It seems to me that the EIS has largely glossed over the impact such a rail-based system would have in the case of rail collisions and other accidents. I did not see a worst-possible case scenario presented for the area surrounding Whitman AFB. Moreover, since these missiles are mobile, and are capable of moving to highly populated areas along the UP tracks to St. Louis and Kansas City, it seems reasonable to me that environmental impact to these areas also needs to be accounted for in this report, as well as implications of possible rail accidents in these areas.
- 2) Moreover, in no place could I find reviewed the risk involved in moving the target, namely the missile, to multiple sites. That is, a mobile missile system, only expands the target area that will be hit in the event of either a first strike, or a retaliation. Altogether, I find this system to be more destabilizing, than the systems we presently have. I view it as extraordinarily costly, and probably an ineffective system in our national defense arsenal.

Mary Christina Huber
Mary Christina Huber 306 Mitt St., Apt 5M, Columbia, MO 65204

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

Please include my name in the final EIS

MX DEIS TESTIMONY
ZARINA JACKSON
2600 5TH. AVE. S.
GREAT FALLS, MT. 59405
AUG. 9, 1988

Good evening. I would like to begin by paying my respects to the 60-70,000 people in Nagasaki who were killed instantly on this date in 1945, when a nuclear bomb was dropped over their city.

My name is Zarina Jackson. I live in Great Falls, and have a family of four young children. I am field organizer for the Committee of the 90's, which is a member of the National Coalition to Stop the MX.

As part of my job, I have been in contact with people in Conrad, Chester, Lewistown, and Grass Range. These people, many of whom are harvesting at this time, are unable to attend this hearing tonight. It is on their behalf that I protest at tonight to the holding of only one hearing for the entire state of Montana, in Great Falls. Many people in communities throughout northcentral Montana, where the rails travel, have very strong opposition to the development and deployment of any more nuclear weapons, specifically and particularly the MX.

I protest even more strongly to the time constraints placed on us by the Air Force. The DEIS was received July 18th., leaving a mere 22 days to consult with experts and read through a lengthy, weighty, and technical document, regarding a system many of us have grave concerns about. This document took the Air Force considerably longer to prepare, at a cost of \$15 million to the American taxpayer. The public should be given sufficient time to study it. Moreover, this NEPA process belongs to the public-paid for with public funds, designed to serve the interests of the public, not the Air Force.

Since jobs are what supporters of the MX nuclear weapon system talk about, rather than whether or not a strategic rationale exists for deploying 80-120 more counterforce warheads, I would like to discuss employment associated with this system. Of the \$15 billion projected cost to the taxpayers of developing and deploying 50 MX missiles, \$92 million would be spent in Great Falls on construction. The Air Force projects the creation of:

a peak of 251	in 1991
89	in 1992
and 2	in 1993 & for life of the project.

I submit the No Action Alternative to be inadequately studied in the DEIS. What would be the economic impact on the Region of Influence (ROI)---i.e. Great Falls/Cascade County---of injecting \$92 million into the economy for community development? In a larger context, what would be the impact of taking \$15 billion and dividing that among the 11 host communities for the MX? Bearing in mind that military projects create less jobs than in civilian sectors, and less productivity for the economy (after all, one can't inject bombs back into the economy); just think how much stable economic development could be created with 1.36 billion dollars.

To close I would like to repeat the often-quoted words of President

Eisenhower: "Every gun that is made, every warship launched, every rocket fired signifies, in the final sense, a theft from those who hunger and are not fed, those who are cold and are not clothed. This world in arms is not spending money alone. It is spending the sweat of its laborers, the genius of its scientists, the hopes of its children... This is not a way of life at all in any true sense. Under the cloud of threatening war, it is humanity hanging from a cross of iron."

I submit this country can no longer afford, in any sense of the word, to deploy the MX missile.

Ed Welch-

I understand this was your last round of hearings. It has been a pleasure getting to know you to the extent I have, and I wish you much health, happiness for the future.

Sincerely,
Zarina Jackson

Dear Sir,
Aug. 24, 1988

The purpose of this letter is to state my opposition to placement of the MX Rail Garrison at Fairchild AFB ⁱⁿ ~~and~~ Medical Lake, Wa., and my ^{objections} ~~opposition~~ to the environmental impact statement.

My objections are:

1. The impact statement ~~does~~ ^{ignores} makes the assumption that the warheads will not be used; a correct assumption is that the warheads will be used, and if so the impact on global environment will be catastrophic. The statement does not include figures for the effect to the Western Washington area from fallout and other harmful effects of detonation and bomb in Russia. Even if the weapon is only ~~detonated~~ ^{detonated} in foreign soil, the environmental effect is
- 2.

- 2 To USA and its allies would
be even.
- 3 2) The statement should state
the effect to the Eastern Washington
environment if a warhead was
accidentally or deliberately detonated in
the future area. The statement is
definitely wrong & has not been
properly checked by the responsible
personnel in the local population
of the effect of accidental detonation.
- 4 3) The statement is definitely
failing to include any psychological
studies on the potential effect on
children and adults of having a
subatomic weapon within in the area, and
of being a major target for enemy
nuclear attack.
- 5 4) The statement is definitely
failing to include any psychological
studies on the potential effect on
children and adults of having a
subatomic weapon within in the area, and
of being a major target for enemy
nuclear attack.
- Thank you for consideration of these
points.
Sincerely,
Shirley Graham
5627 Penned 44
a.k.a. 11/1/1988

August 28, 1988

Lt. Col. Peter Walsh
AFRC-DEIS/DEV
Norton AFB, CA 92409-6448

Dear Sir,

I would like to take this opportunity to submit the following questions regarding the Air Force's Draft Environmental Impact Statement (DEIS). The numbers in brackets refer to relevant sections in the DEIS document.

1. Will 50 NEW MX Missiles be built? Congress has currently capped MX deployment at 50 missiles deployed in silos at Warren Air Force Base. The PROPOSED ACTION in the DEIS is to deploy 50 MX missiles on 25 trains. The Air Force fails to specify whether these 50 MX missiles would be the same ones currently deployed in silos or 50 new missiles.
2. If new missiles are involved, why aren't the costs of building them included in the DEIS? [4.1-2] Or, if missiles are to be taken from silos, why isn't the impact of this action on Warren AFB discussed (including lost "jobs")? (Both new MX costs and MX relocation/silo shutdown costs are missing from the ALTERNATIVE ACTION proposal to deploy 100 MX on 50 trains...)
3. Won't the MX trains make nuclear targets of every town along their route? The DEIS says MX trains are needed for "Complicating the enemy's targeting task." [1.3.6] A spokesman for the Air Force's Ballistic Missile Office stated, "Enemies would have to use up more weapons to try to destroy [MX trains]." (Capt. Joy, March 16, 1988) Isn't this just another way of saying that towns and cities along MX train routes could expect to become targets in a nuclear war?
4. Isn't it possible that at some future date, MX trains will be dispersed on public rail lines all the time? According to Senator Cohen (R-Maine), "Department of Defense briefings on rail garrison indicate that a shift to rail mobile [continuously moving MX trains about] is a serious possibility... such a shift would involve large cost increases and serious public interface problems." (Dec. 11, 1987) Why isn't this rail-mobile option even mentioned in the DEIS? Is the Air Force willing to state categorically that this is no longer being considered?
5. Won't MX trains be vulnerable to sabotage? According to Senator Albert Gore (D-TN), "About 5 pounds of conventional explosives carried in a back pack or a briefcase would be enough to render a railroad line unusable." (December 11, 1987) Why isn't the issue of sabotage addressed in the DEIS? Will all people carrying back packs or briefcases be detained and searched

6. Will train security personnel pose dangers to the public? MX trains will have "appropriately armed" security personnel [1.3.2] Will the security personnel on training trains be authorized to use force if protestors are encountered? (Will trains be authorized to run over protestors?) Could innocent people be hurt if they were misidentified as a threat by armed security personnel?
7. How can the trains follow normal railroad procedures and keep their location hidden from the Soviet Union? The Air Force claims that all train movements "whether training, maintenance, or operational, would be coordinated with appropriate rail company personnel to ensure safe and efficient movement" [1.3.6] and that MX and training trains "would operate in the same manner as the existing commercial traffic." [3.1.2] However, the DEIS also claims that the trains would "randomly move throughout the United States." [5.2.1.1] If civilian dispatchers know the precise location of MX trains, couldn't Soviet intelligence also find out? Senator Gore (D-TN) has asked, "Can these trains disappear into an active railroad network that relies heavily on nonsecure microwave communications?" (December 11, 1987) On the other hand, if dispatchers didn't always know where MX trains were located, wouldn't this greatly increase the possibility of a collision?
8. Who will control the movements of the MX trains? How many civilian railroad employees will know that an MX train is operating within their area of trackage? Will civilian dispatchers have total authority over the MX train or will the train commander have special right-of-way privileges or other extraordinary powers? How much disruption would such powers cause to other rail traffic and road traffic which must cross rail lines?
9. Will railroad dispatch crews in proposed operating areas be given security clearance [and] background checks? According to the DEIS, "civilian personnel who are assigned to nuclear weapons duties... must meet certain 'requirements' which include 'security clearance, random drug testing, and medical and psychological screening.'" [5.1.2] Just how widespread will the imposition of such measures be? How much will it cost? Are these measures constitutional?
10. How thoroughly would MX trains be tested before deployment? The DEIS says that MX trains will be "completely tested... prior to deployment." [1.3.6] According to the House Armed Services Committee the initiation production of MX trains would take place more than a year before any live missile flight tests would occur. It seems that while the MX trains might be "completely tested" before they are deployed, the missiles they carry will not.

11. How many jobs would the MX program really generate on a nationwide scale? The DEIS statistics on the national impact on employment (direct, indirect, and induced) of rail garrison expenditures [4.1-2] is highly suspect. The projected employment rate is over 52,000 jobs (man-years) per billion dollars spent, a rate completely outside the range of all reputable studies on military spending (it is too high by somewhere between 50-100% -- see, for example, the study "The Empty Barrel"). What indicators and assumptions were used to generate these employment figures? What is included under the category "induced"?
12. Another indication of sloppy employment analysis in the DEIS is the lack of fluctuation in the number of jobs generated per dollar spent. Even though nearly all the Fiscal Year (FY) 1989 money from the program would go towards research and development, and nearly all the FY 1992 funds would go towards operations -- employing very different types of workers -- the ratio of jobs generated remains about the same. A refined analysis would not produce such figures. What indicators and assumptions were used by the Air Force to generate these employment figures? Please be as detailed as possible.
13. What about the jobs that would be generated if the money was invested productively instead of squandered on weapons we don't need? The DEIS fails to consider the job creation potential of spending the \$10-15 billion it projects for MX rail garrison on something else instead -- education or low-income housing, for example. Instead of presenting real alternatives, the illusion is manufactured that the money for MX trains would appear out of thin air. Money which simply remains in the civilian economy (instead of being taxed for the military) also creates jobs, and some rough figures should be provided for comparison before MX trains are accepted as some kind of "jobs miracle".
14. More attention should be given to the trauma for local economies from the "boom-bust" job cycle that would accompany the rail garrison program. The DEIS forecasts that jobs created by the program would go "from nearly 40,000 in FY 1989 to nearly 148,000 in FY 1991, and then decline sharply to 13,000 by FY 1993 and just under 12,000 in FY 1994 and beyond (nationally)." [4.1-1] Will the benefits of mostly short term jobs have a net positive effect or will the dislocation and transition difficulties they create tend to offset the positive benefits?
15. Don't we already have enough nuclear weapons for "deterrence"? The DEIS implies that MX trains are needed for "deterrence", which is defined as: "having sufficient military strength and the perceived willingness to use that strength after an enemy attack to inflict unacceptable damage on the enemy, thus inhibiting them from striking in the first place." [1.1] However, according to the Congressional Budget Office (November 1987), approximately 3,700 U.S. nuclear weapons would endure even the most unexpected Soviet surprise attack, while roughly 8,200 U.S. nuclear weapons would remain if there was enough warning

DOCUMENT 473

DOCUMENT 473

- 20 time to alert our strategic forces. Doesn't this constitute "sufficient military strength"?
- 21 17. Why have a number of issues been declared "beyond the scope" of the hearings, including "national security policy" (including "arms control impact" and "wartime effects"), "morality," and "psychological impact" of rail-garrison deployment. [1.10.2] It is my considered opinion that the NO ACTION ALTERNATIVE would be found superior to all MX deployment options in terms of these criteria, if such an analysis were included.
- 22 18. Why are so few basing alternatives considered in the DEIS? The Reagan administration was known to have had at least four MX basing modes under active consideration prior to selecting the rail garrison option in December 1986. These included "Carry Hard," Superhard Silos, Shallow Tunnel, and Deep Basing. Why aren't any of those alternatives included in the DEIS?
- 23 19. There has been some indication that the MX trains will have "supplemental" train cars attached, apparently to make it more difficult to distinguish the trains from regular rail traffic. About 60 supplemental train cars would have to be added to each MX train to approximate the length of average commercial trains. This would require roughly 240 supplemental cars at each 4-MX train installation. Has adequate storage space been set aside for these extra cars? Has the cost of supplemental cars been calculated and included in the total program costs?
- 24 20. Major problems continue to plague the guidance systems (IMU) of the silo-based MX missiles already deployed. Reports indicate that as many as one-third of the missiles are not operational because they lack working guidance systems. Shouldn't these problems be rectified before production of additional MX missiles is even considered? Will train-based MX missiles use the same guidance system or will they require an even more complicated and untested design?
- 25 21. Has the Air Force conducted any studies as to potential public reaction to the MX trains? For instance, cruise missile deployments in Europe in the mid-1980s were accompanied by large public protests. In the U.S., disarmament activists have tracked the movements of Department of Energy vehicles transporting nuclear warheads, and there have been demonstrations to block the movement of these vehicles (including the "white train").
- 26 22. Who will pay the legal fees if there are protests of MX train movements? In the early 1980s, Kitsap County, WA, expended over \$100,000 for law enforcement at protests of trains carrying nuclear missile parts to a nearby submarine base (at \$15,000 per incident). The U.S. government offered no assistance of any kind. (Everyone brought to trial was acquitted). Isn't this a potential hidden cost for local communities?

Thank you for your consideration of these important issues. I trust they will be thoroughly covered in your Final Environmental Impact Statement.

Sincerely,

Randal J. Divinski

Randal J. Divinski
Graduate Student
Department of Political Science
Syracuse University
Syracuse, NY 13244

DOCUMENT 474

DOCUMENT 474

August 29, 1988

-2-

Lt. Col. Peter Walsh
AFRC-BWS/L&V
Norton AFB, CA 92409-6448

Dear Lt. Col. Walsh,

This letter reiterates my testimony at Wurtsmith AFB, Oscoda, MI July 28, 1988, concerning the environmental impact of the Rail Garrison Mode basing of the MX Missile.

I speak as a citizen of Michigan and as a representative of the Michigan Conference, United Church of Christ, Peace With Justice Committee. The United Church of Christ at national General Synod meetings has voted many resolutions concerning weapons of mass destruction (see enclosed).

- 1 I believe that the ultimate environmental impact of the use of the MX Missile must be addressed in the final Environmental Impact Statement.
- 2 Since 1979 the Pentagon has argued that the United States needs 100 MX Missiles, each with 10 MIRV'd 300 kiloton warheads (1000 warheads, each 24 times more powerful than the Hiroshima bomb). In 1985, after many months of discussion, such public input and many votes in Congress, Congress voted deployment of 50 MX Missiles based in Minute Man III silos. Deployment of additional MX Missiles was not stipulated at that time, but somehow, now, we must respond to a proposal for 50 additional missiles.
- 3 The ultimate impact of the use of one MX Missile can be understood by considering the following: if one MX Missile with its ten 300 kiloton warheads were aimed at Great Britain (and I know that they are not aimed at Great Britain) and the warheads directed at 9 or 10 cities: London, Liverpool, Manchester, Cardiff, Dublin, Glasgow, Inverness, Edinburgh, Belfast, Great Britain would disappear from the earth forever! The resulting ash, smoke, and radiation would drift worldwide, even over Michigan. This would be the result of the use of one MX Missile. There would be 49 (or 99) yet to be used.
- When I gave the above testimony at the Hearing on July 28th, one panel member said that it was not necessary to include this information in the final Environmental Impact Statement because the use of nuclear weapons has been researched and results published. I agree this is true. But the average person knows very little about the MX Missile or nuclear weapons in general. I only know that when I mention "MX Missile" nine out of ten people have only the vaguest idea what it is or what it is about. Perhaps the government prefers it this way.

- 3 Therefore, I believe that every opportunity that is available to educate the public about the use of nuclear weapons must be used. It is important that the ultimate environmental impact of the use of the MX Missile be included in the final Environmental Impact Statement for the Rail Garrison Mode basing of the MX Missile.

Leona Riebling
44100 Galway Dr.
Northville, MI 48167

Leona Riebling

Michigan Conference
Peace With Justice Committee
United Church of Christ
P.O. Box 1006
East Lansing, MI 48823

Weapons of Mass Destruction

WHEREAS, our Christian faith leads us to believe that the Biblical vision of shalom, in which all people enjoy peace, security, and well-being, is God's will for the world; and

WHEREAS, Jesus has called us to be peace makers and agents of reconciliation; and

WHEREAS, the development of nuclear weapons is putting human existence at the cross roads, threatening God's created order, with time running out to develop new structures and possibilities for peace; and

WHEREAS, the arms race uses increasing amounts of resources while basic human needs such as food, housing, health care and education are unmet; and

WHEREAS, the United States and the Soviet Union are in the midst of a dangerous escalation of the arms race, moving into producing nuclear weapons not designed to deter, but designed as first strike weapons, tempting nations to consider pre-emptive attacks and forcing nations to develop quick response launch on warning computer capabilities that make accidental war more probable and plans to begin this escalation with the deployment of Pershing II missiles in West Germany in December 1983; and

WHEREAS, the President of the United States has asked Congress to fund production of other weapons of mass destruction, namely lethal chemical weapons, and to extend the arms race to space;

WHEREAS, around the world the church has been taking leadership in the call for world peace;

THEREFORE, be it resolved that the Fourteenth General Synod

1. Calls upon all nations to set as policy that they will not use nuclear weapons in a pre-emptive first strike against any other nation, and that they will not develop the capacity for such a first strike;

2. Calls upon all nations to set as policy that they will not be the first nation to use nuclear weapons in any conventional war;

3. Calls upon all nations to set as policy that they will not use nuclear weapons against primarily civilian targets;

4. Calls upon all nations to reject any

policy or weapons program which rests on the assumption that a nuclear war can be controlled or "limited"; and the assumption that it could be "prolonged" beyond an initial and decisive exchange and ultimately be "won";

5. Calls upon all nations, and particularly the United States and the Soviet Union, to adopt immediately a mutual and verifiable freeze on the testing, production, and deployment of nuclear weapons and delivery systems;

6. Calls upon all nations to take unilateral initiatives in stopping all testing, production, and deployment of nuclear weapons;

7. Calls upon Congress to stop all funding for first strike nuclear weapons including the MX, the Pershing II, and the Trident II (D5);

8. Calls upon the United States government not to deploy the Cruise and Pershing II missiles in Western Europe;

9. Calls upon the United States administration to negotiate with the Soviet Union reduction of nuclear warheads and the elimination of MIRVed weapons;

10. Calls upon the United States administration to negotiate a ban on all weapons in space, meanwhile not funding production of defensive or offensive space weapons;

11. Calls upon Congress to reject all funds for chemical and biological weapons production, research and development;

12. Calls upon members and churches of the United Church of Christ to work for these policies and especially endorse an immediate comprehensive mutual, verifiable freeze on the testing, production and deployment of nuclear weapons;

13. Requests the President of the United Church of Christ to communicate this resolution to the President of the United States and members of Congress.

GENERAL SYNOD 14, 1983

Dray, Madison & Thomson

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DOUGLAS S. MADISON
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OF COUNSEL:
JOHN E. MASTERS

August 30, 1988

Lt. Col. Peter Walsh, USAF
Director, Environmental Planning Division
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

RE: Draft Environmental Impact Statement Peacekeeper Rail Garrison Program

Dear Lt. Col. Walsh:

Last March I was one of the individuals who gave public testimony at the scoping hearing prior to the preparation of the Draft Environmental Impact Statement for the Peacekeeper Rail Garrison program. My testimony did not question the "morality" of the Peacekeeper program. My testimony was in support of the location Rail Garrison program in the Cheyenne area with all action taken by the United States to avoid adverse impacts to the environmental and socio-economic structure of the Cheyenne area and to fully mitigate any adverse impacts which could not be avoided through alternative action.

The Draft Environmental Impact Statement issued by the United States Air Force in June, 1988 is incomplete and totally inadequate for purposes of encouraging and facilitating public involvement in decisions which affect the quality of the human environment as required by the National Environmental Policy Act and the rules and regulations of the Council on Environmental Quality and the Department of Defense.

The Department of Defense in 32 CFR Part 214 states its policy to "act with care to ensure to the maximum extent possible that, in carrying

Lt. Col. Peter Walsh, USAF
August 30, 1988
Page 2

out its mission of providing for the national defense, it does so in a manner consistent with National Environmental policies. . . (and) . . . to ensure . . . practical means and measures are used to protect, restore and enhance the quality of the environment, to avoid or minimize adverse environmental consequences, . . .

The Air Force in the Draft Environmental Impact Statement has failed to consider reasonable alternatives to recommended actions that would involve unresolved conflicts concerning alternative uses of the available resources. Regulations in 40 CFR Parts 1500-1508, are to ensure that the environmental information is available to public officials and citizens before decisions are made and before actions are taken. The failure of the United States Airforce to develop a Draft EIS which fully addresses the expressed concerns of citizens of the Cheyenne area and which ignores specific comments made in the scoping process makes public participation impossible.

I refer your attention to the enclosed article from the Wyoming State Tribune dated August 11, 1988 in which you are quoted as stating that the Air Force disregarded some questions from the public because the Air Force chose questions with a "large enough impact" and those that would help leaders to decide on the rail garrison. While the expressed concerns may not be of "a large enough impact" to the United States Air Force they are primary to the citizen who will live and work in the same area as the Peacekeeper Rail Garrison.

By way of example I note that while the missile assembly building was the subject of much comment and concern over its visual impacts, its safety and the economic impact it would have on investments in adjacent areas of the city and while specific requests were made to consider the relocation of this building, the Draft Environmental Impact Statement provided no alternative information in this regard and very little information on the building itself. Enclosed is a copy of an article which appeared in the Wyoming State Tribune on August 11, 1988. You are quoted as stating that "the building's profile would fall within a mountain range and the building could be painted pale blue to blend in with the skyline." A blue spot within a mountain range would look strange at best and impacts on developed areas to the north and west are more adversely rather than less adversely impacted by this decision. These confusing comments plus the failure to analyze an alternative

Lt. Col. Peter Walsh, USAF
August 30, 1988
Page 3

2 if the missile assembly building were relocated makes it impossible for the public to participate in the process as intended by the National Environmental Protection Act.

1 I ask that the United States Airforce revise it's draft Environmental Impact Statement to fully analyze and provide information to the public with regard to each alternative addressing all of the expressed factors of concern relating to the location of the Peacekeeper Rail Garrison in the Cheyenne area.

Sincerely yours,

William J. Thomson

WJT:akl

LOCATION Cahot, ArkansasCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Sign:

I would strongly urge that you delay the Peacekeeper Rail Garrison at Little Rock Air Force Base, Arkansas. I feel the measures are important and that continuing to push it to the necessity of our nation. Only by continuing to push can we maintain the peaceful co existence that has existed between the two major super powers for the past 40 years. I feel the environmental impact of this program would be minimal. The economic impact on the area would be positive, and sustainable. Our community has been in the last 2-3 years with plant layoffs, plant closing, and the loss of jobs. I feel a question, many many people are hurting and would be greatly benefited by the program. I would hope you would choose AFB for the rail garrison.

John O. Lewis, P.O. Box 825, Box 314, Cahot, Ark 72003

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

4014-A 16th Street
Lubbock, Tx. 79416
August 19, 1988

Director, Environmental Planning Division
A & R C E - BMS/DEV
Norton Air Force Base
San Bernardino, Ca. 92409

Dear Sir:

I understand there was a hearing on July 25th in Abilene, Texas about your plan for "Rail" Garrison. I am a resident of Lubbock, including one being located at Norton Air Force Base in Abilene.

I find it hard to believe that such a plan is being considered because it is fraught with dangers to residents near where the heavy trains with the missiles would be moving.

Furthermore, why now then are we hearing in Lubbock, though which the trains would move? Are you planning in the future? Why has your plan not been approved by Congress?

I have been opposed to the development of these missiles from the beginning. I consider the plan of development to be a waste of money. I strongly urge that the plan to develop has been stopped. I am sure it should be.

Yours Truly,
Marla A. W. Crawford



State Historical Society

of north dakota (STATE HISTORICAL BOARD)
NORTH DAKOTA HERITAGE CENTER, BISMARCK, N.D. 58505
TELEPHONE 701-224-2662

IN RESPONSE PLEASE REFERENCE 88-211

August 26, 1988

Lt. Col Peter Walsh
AFRC-BMS/DEV
Norton Air Force Base, California 92409-6448

RE: Peacekeeper Rail Garrison Program:

Dear Lt. Col Walsh:

We have completed review of the environmental impact statement for the above referenced project and offer the following comments:

Page	Comments
4.7-24	4.7.5.3 - Until the survey report has been reviewed and accepted by the North Dakota State Historic Preservation Officer (SHPO) and the agency and SHPO have evaluated identified resources, it is premature to assess the effects of this federal undertaking upon historic properties. At this point we cannot agree that "no historic resources have been identified adjacent to the base".
4.10-21	4.10.5.3 - As explained above, until the identification of resources is completed, we cannot agree that "it is not likely that any important sites would be affected by the proposed program".

Thank you for providing us the opportunity to comment on this undertaking. If you have any questions regarding these comments, please feel free to contact Ms. J. Signe Shortland of our staff at (701)224-2672, or in writing.

Sincerely,

[Signature]
State Historic Preservation Officer
(North Dakota)

JSS/je

cc: Judy Foster - North Central North Dakota Peace Network
Jim Luptak - Energy Impact Office

August 30, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409

Dear Sir:

I respectfully request that this letter be placed in the record of the final E.I.S. for the rail garrison Peacekeeper. I shall greatly appreciate your time and consideration of the points and questions that follow. For those issues that I raise that involve sensitive national security information, I would request that those answers be placed in the classified E.I.S. I ask this so that even though I may not know, my representatives in Washington, for whom I have a great deal of respect, will be able to give my concerns due consideration.

I would like to begin by noting what I believe to be a misleading statement on your part with regard to the current Minuteman force. At the public hearing of August 1 in Jacksonville, Arkansas, you remarked that a good deal of the technology embodied in the Minuteman missile force was twenty to twenty five years old. This, as you well know is only partially true. The Minuteman III has been constantly upgraded. According to a Congressional Research Service report entitled "MX, Midgetman, and Minuteman Programs", as prepared by Jonathan E. Medalia, there have been several important improvements in the missile's guidance system and payload. In 1980, the Air Force began replacing the MX 12 RV which has the 462 warhead on 300 Minuteman III missiles with the MX 12A RV containing the increased yield V78 warhead, greatly enhancing the lethality of our ICBM force. In addition, the guidance system on these missiles was replaced starting in 1978 with the improved INS-20 unit, increasing RV accuracy and thus lethality. Once again in FY 1982, funds were appropriated for further software refinements in the guidance unit.

The result of your comment is that by omission, you failed to relay to the informed public that our Minuteman missiles are an effective system that have been recently upgraded with technology, not twenty to twenty five years old, but, of the last decade. As a testament to this system's effectiveness, in the FY 1989 Arms Control Impact Statement, the Arms Control and Disarmament Agency reports that "the Minuteman is projected to maintain its role as a prime nuclear deterrent force for the U.S. well into the next century." I would, with all respect intended, request of you that in the future, when discussing the Minuteman missile system with the general public, that you try not to leave the impression that we have done nothing to modernize our ICBM force for two decades or more. In my opinion, such an inadequate discussion of facts puts unfounded pressure to deploy the Peacekeeper.

At this point, I would like to address some other issues with regard to the draft E.I.S. First, are there any plans or studies conducted or underway involving a move to "harden" the Advanced Train Control System against electro magnetic pulse effects? It is conceivable, to insure that the rail garrison MX (hereafter RMX) will be able to travel in a safe and random

- 2 manner, or to avoid tracks that have been damaged following an attack, that the ATCS might be a candidate for such an EMP hardening process. This would be consistent with our national security strategy of strengthening our command, control, and communications infrastructure so as to deter the Soviets from thinking that a "decapitating" attack would be possible to successfully wage. If the ATCS is a candidate for hardening, I would ask that this be noted in the final E.I.S., and that the possible economic and other impacts of such a program be estimated.

- 3 Security for the deployed RGNX trains is an important and sensitive issue. I appreciate your concern about releasing any information on the RGNX's security system that might give aid and comfort to the enemy. However, some questions must be posed and answered if the public is to give this proposal fair and informed consideration. To what extent will the rail cars be armored? Will they be only lightly armored, able to withstand small arms fire but unprotected in the face of anti-tank weapons such as the Soviet RPG-7V and RPG-167? Or, will they be more heavily armored? What is meant by the RGNX's ability to detect "direct threats" on page 1-13? Are there any indirect threats that this system might not detect? Is this system, for example, vulnerable to derailment by explosives buried near the track and detonated by saboteurs with remote control? A 1981 Office of Technology Assessment report on MX basing modes states that rail-basing would lend itself to sabotage. This is especially troubling with respect to the increased Soviet presence in the Western Hemisphere, our permeable borders, and the ability of the Soviets to conduct such operations. Mr. Arthur A. Zuehlke, Jr., a Defense Intelligence Agency officer in the Soviet/Varsav pact Division, warns in a MOD Press book entitled *Special Operations in U.S. Strategy*: "...why rule out the vulnerability of the United States to attack by *Spetsnaz* forces? There are many very good targets in North America and they are generally quite vulnerable to assault by these capable special purpose forces." That is your analysis of the threat posed to this system from sabotage and what is the potential for this threat to increase during the projected operational life of this system? Do you foresee any additional security measures that this system might require in response to an increased threat in the future and how might this affect the life cycle cost of this system?

- 4 Are Department of Energy costs for producing the V87 warhead included in the procurement costs for the RGNX program? 500 warheads might well be very expensive, and as such, this cost deserves the tax-payers' attention in order to fully assess the economic impact of deploying this system. For national security reasons, it may not be possible for you to divulge this information, however I would appreciate a ball park figure.

- 3 How much blast overpressure in psi will the RGNX train cars be able to withstand? "Aviation Week and Space Technology" has reported that the Defense Nuclear Agency has conducted "hardness" tests. I am interested in the results of those tests as they will better enable the public to determine the rail cars' vulnerability to certain natural phenomena and to determine its vulnerability to Soviet nuclear barrage attacks.

- With regard to the Soviets' ability to wage barrage attacks, what is the estimated intelligence cycle time for the Soviet intelligence gathering apparatus? Soviet national technical means are now generally considered inferior to our own, is there a reasonable chance that they might improve

enough in the next fifteen years to increase the threat to the RGNX by enabling their nuclear forces to receive near "real time" information and then to rapidly retarget? "Jane's Defence Weekly" has reported that the United States has underway a Relocatable Target Capability Program (RTCP) designed to counter mobile Soviet SS-24 and SS-25 ICBMs. How far behind are the Soviets in this respect? In addition, the B-2 bomber was designed to attack mobile targets--shouldn't we expect that the Soviet Blackjack bomber to do the same? What threat does the Blackjack bomber pose to the RGNX and are there any studies that advocate RGNX program-related defenses against this bomber? If so, could you estimate the possible impacts of such systems under consideration?

- 3 I would now like to discuss in somewhat abbreviated terms the issues that I raised with you and your panel at the public hearing in Jacksonville on August 1. I shall not fully develop the argument that I made before you as I presume it will appear in the record. Essentially, I asserted that the RGNX would be vulnerable to a surprise "bolt out of the blue" attack and would require strategic warning in order to attain survivability. You agreed, but added that our NTM would be able to detect Soviet nuclear force generation and that this would provide the needed strategic warning for the RGNX to safely disperse. As a part of this argument, you strongly discounted the possibility of a pre-emptive strike occurring in a relaxed world political situation or from an ungenerated force posture. Assuming that I have not misrepresented your comments, I shall say that those assertions seem to me accurate and logical. However, they don't explain how RGNX will participate actively in a crisis situation and they take certain things for granted. For example, what will constitute strategic warning? As you well know our TRIAD readiness is very high while the Soviet's virtual DIAD of ICBMs and SLBMs is on the low side. How will we know that Soviet force generation is not merely an attempt to match our own? Former Secretary of Defense Caspar Weinberger noted in his 1983 Annual Report to Congress that we cannot assume that an enemy "will necessarily do us the favor of furnishing warning that is unambiguous." Considering the RGNX's vulnerability to pre-emption, there will be strong pressure to "flush" them. Who will have the authority to do so? Will C-in-C SAC be able to "flush" them like he is able to do with bombers under a "positive control" arrangement? How will the Soviets react? 100 Peacekeepers could take a huge chunk out of the Soviet's nuclear forces. The Soviets might feel pressured to take advantage of the "window of opportunity" that RGNX would present during the early hours of dispersal before the "window" closes. Indeed, the 1988 Soviet Military Power says that "pre-emption" is the Soviet's "preferred option." To take this from another perspective, if we believe that the Soviets are going to pre-empt our Peacekeepers, we might choose the pre-emption options of our own contained in our SIOP, as confirmed by former Secretary of Defense Harold Brown. The bottom line is that this system will not promote crisis stability--it will produce fear, and people act less rationally when they are frightened. Former Secretary of Defense Robert S. McNamara, who participated in the Cuban Missile Crisis first-hand has cautioned, "U.S. and USSR reciprocal fears of first-strike vulnerability persist. They are real. And, in a crisis, it matters what the other side believes--not what is objectively true." What is your assessment of rail garrison Peacekeeper's impact on crisis stability in the future. In particular, will "flushing" the RGNX missiles during a crisis carry any significant political importance and is it possible that the Soviets might misinterpret this as an offensive preparation on our part? In

- 3 addition, I would request that you assess the problems of "public interface" that might arise by dispersal of the RGNX trains.

Obviously, some of the issues in this letter explore aspects of this program that are either political/strategic in nature or of sensitive classification, however, since this E.I.S. process is designed for you to be able to hear public concerns, I feel free to discuss with you openly what is on my mind. As a student of history and a Small ICBM supporter, I appreciate the need for a strong, viable defense. To this end, the answers you provide to my questions contribute to the public understanding of these complex issues, and thus enable us to make the intelligent choices that will keep our country strong.

Thank you for your consideration of this letter.

Sincerely,

John Agnew Ball
John Agnew Ball
7224 Richwood Road
Little Rock, AR 72207

cc: Honorable Dale Bumpers, United States Senate

COMMENTS ON THE DRAFT ENVIRONMENTAL
IMPACT STATEMENT REGARDING THE PROPOSED
DEPLOYMENT OF THE MX MISSILE IN THE RAIL GARRISON MODE

Submitted August 30, 1988 to Lt. Col Peter Walsh

AFRC - BMS/DEV
Norton AFB, Ca 92479

Al Mangan
by: Al Mangan
M 2122 Dean
Spokane Wa 99201

30 pages of comments enclosed

INTERCONTINENTAL BALLISTIC MISSILE MODERNIZATION
Statement by the Principal Deputy Press Secretary to the President
December 19, 1986

The President decided today to proceed with full-scale development of the small intercontinental ballistic missile and to begin development of a mobile, rail garrison basing mode for Peacekeeper. These two programs are an integrated package to modernize ICBM's. The decision authorizes research and development only.

In response to congressional direction to consider alternate basing modes and deployment areas for Peacekeeper, the President has decided that a basing mode be developed to place missiles on railroad cars during peacetime at military installations around the country. During times of national emergency, the Peacekeeper missiles could be moved to classified locations.

The main operating base for Peacekeeper rail garrison would be at F.E. Warren AFB, WY, where there is already a sizeable investment in Peacekeeper support facilities. Garrisons would be located at F.E. Warren AFB and at other Defense installations throughout the continental United States. After considering the alternatives for satisfying the military-related requirements, the President has decided that the candidate installations for those garrisons should include 10 additional Air Force bases. Information on these candidates will be provided in the near future.

The President has also decided to develop the small intercontinental ballistic missiles, weighing approximately 37,000 pounds and carrying a single reentry vehicle, in hard mobile launchers in two basing modes. These modes are called hard mobile launcher at Minuteman facilities and hard mobile launcher in random movement.

The initial operating capability for the small ICBM would be achieved in 1992 with the first systems positioned at Minuteman facilities at Malstrom AFB, MT. After activation of the missiles in Montana, follow-on systems could be deployed at other Minuteman facilities at F.E. Warren AFB, WY (with locations extending into Nebraska and Colorado), and Ellsworth AFB, S.D. Later missiles could be deployed in random movement on large tracts of government land located in the southwestern portion of the country. This could involve deployments at a Texas-New Mexico complex consisting of the Luke Air Force Range and Yuma Proving Ground, Holloman AFB and the Yuma Proving Ground would serve as main operating bases for the respective complexes.

The total quantity of systems to be produced and the extent to which the missiles are to be deployed will be dependent upon the size of the Soviet threat and progress reached on arms control agreements.

1.

PRESIDENTIAL ANNOUNCEMENT

On December 19, 1986, President Reagan announced that he had decided to proceed with full-scale development of the Midgester missile, and to begin development of a mobile, rail garrison basing mode for the MX missile. The announcement stated: "These two programs are an integrated package to modernize ICBMs. The decision authorizes research and development only."

The announcement continues that in response to congressional direction to consider alternate basing modes the President has decided on a rail basing mode "during peacetime" at military installations around the country.

The last paragraph of the announcement says: "The total quantity of systems to be produced and the extent to which the missiles are to be deployed will be dependent upon the size of the Soviet threat and progress reached on arms control agreements."

The DAA for 1984, § 110 b(1) stated that the Secretary of the Air Force was to prepare "a full draft and environmental impact statement in accordance with all terms, conditions, and requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) on the proposed deployment and peacetime operations of MX missiles in the Minuteman silos referred to in subsection a)."

It should be noted that the mandate of this section refers to the proposed deployment and peacetime operation of MX missiles in Minuteman silos, not to any other basing mode. In the DAA for FY 1986, Congress expressly stated "The number of MX missiles deployed at any time in existing Minuteman silos may not exceed 50." (P.L. 99-145 § 141, b(1)).

In the same DAA, Congress further limited deployment and basing of MX missiles to procurement of missiles necessary for the test program and missile reliability testing program, unless a basing mode other than existing Minuteman silos was specifically authorized by subsequent legislation. The DAA for FY 1986 did not restrict other modes of deployment to "peacetime operations."

In the DAA for FY 1987, § 232, ICBM MODERNIZATION, there is no deployment

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limitation of MX missiles to "peacetime operations." Nor does the 1986-1989 QAA contain language limiting deployment and operation of MX missiles to "peacetime operations." In the 1986-1989 QAA, the Sense of Congress is that even though funds have been authorized for research and development, both of the Midgester and the MX missiles, there is no Congressional commitment, or express intent to provide funds to procure and deploy either.

The President, in his announcement misinterpreted Congressional intent regarding the peacetime limitations. As clearly stated in P.L. 98-94, § 110 b(1), the proposed deployment and peacetime operations of MX missiles referred to those to be deployed in Minuteman silos at Warren AFB, WY. There is no similar subsequent Congressional limitation on alternative deployment.

The Presidential misinterpretation opened another one, when the Air Force issued its Notice of Intent, February 26, 1988. Part of that Notice read: "Regarding the proposed deployment and peacetime operation" of the MX in the rail garrison mode. The Air Force authorization for such a statement can only be ascribed to the Presidential announcement, which was itself in error.

As a consequence of these two inaccurate statements, testimony at the scoping and DEIS hearings was limited to the "peacetime operations" of MX deployment. Testimony expressed regarding potential wartime use was subsequently expunged by the Air Force review board. Thus, the greatest environmental consequence imaginable, the potential destruction of the planet and its inhabitants was not, and will not be considered, if this misconception of Congressional purpose is allowed to stand.

Before issuance of an EIS, the entire "paper trail" showing the statutory, regulatory or judicial foundation for limiting discussion of MX deployment in the rail basing mode, is a necessity. Unless the authority is clearly established, without a "clouded title" the entire process is suspect. If the Air Force chooses not to establish the legal authority for imposing a "peacetime operation" only discussion, or chooses to ignore this line of inquiry, the entire process is subject to challenge.

INTEGRATED PACKAGE. According to the Presidential announcement, full scale development of the small ICBM and MX deployment in the rail garrison mode are an "integrated

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package to modernize ICBMs." If the two ICBM systems are indeed an integrated package, there is a presumption that development of both goes forward together, and that the development of one has an impact on the other.

Commonly accepted definitions of "integrate" are:

- 1) to make whole or complete by adding or bringing together parts;
- 2) to put or bring (parts) together into a whole, to unify.

Since no other definition of integrated was used in the Presidential announcement it must be assumed that the commonly accepted definition was intended.

Unfortunately, the DEIS does not discuss the integrated impacts of both ICBM developments. If the two programs derive their legitimacy from the Presidential announcement then surely all aspects of that announcement must be adhered to. The fact that these two systems are an integrated package is further borne out by § 1231 of the DAA for 1984 wherein Congress restricted deployment of MX missiles until the Secretary of Defense had fulfilled certain requirements regarding development of the small ICBM.

Again in the DAA for 1987 the integrated nature of the two systems was further confirmed in § 232 wherein the Secretary of Defense was required to submit a statement to Congress regarding the small ICBM and the selected options for alternative basing modes for the MX missile.

A reading of both the Presidential announcement and appropriations legislation leaves little doubt that both the Executive and Legislative branches regarded both systems as having a relationship to each other. Nor does this relationship exist in a vacuum. There is a mutual impact of the systems, one upon the other, there is an environmental impact produced by each system, and there is a combined environmental impact produced by both systems.

To disregard entirely the environmental impact of the small ICBM in this DEIS, is to disregard both the Presidential and Congressional findings regarding the two systems. If they are truly regarded as integrated systems, every aspect of these systems must be analyzed, including their joint environmental impacts. A DEIS that stops short of providing such information has also fallen short of its primary goal; i.e. to inform.

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The Presidential announcement also stated that the total quantity of systems to be produced and deployed would be dependent on the size of the Soviet threat and progress reached on arms control agreements. In recent months an INF treaty has been ratified with the Soviet Union, President Reagan has declared himself a personal friend of the Soviet General Secretary, with a consequent disinclination of the "Soviet threat," none of which has been reflected in the DEIS.

The quantity to be produced and deployed has not been reduced by one missile, as simply illustrated by the Alternative Proposal, which escalates the number of MX missiles to be deployed in the rail garrison mode, by 100%. If the Air Force is using the Presidential announcement of December 19, 1986 as its authority for advancing the rail garrison mode, it must consider the whole announcement, not as in a deli, picking and choosing only the items which appeal to it.

In summary for this part: The Air Force requirement that testimony on the MX EIS be restricted to its peacetime deployment and operation has no legal authority. While the DAA for FY 1984 did contain such language, subsequent DAAs deleted such language. The Presidential announcement to develop the small ICBM and MX rail garrison basing declared the two an integrated package, yet the DEIS fails or neglects to mention potential impacts resulting from such an integrated program.

The Presidential announcement also states that the total quantity of systems to be produced was dependent upon the size of the Soviet threat and progress reached on arms control agreements. The DEIS ignores the improved relations with the Soviet Union, ratification of the INF treaty and the diminished threat.

In its Notice of Intent, published in the Federal Register February 25, 1986, the Air Force cites the Presidential announcement as its authority to proceed with scoping hearings and prepare an EIS for the rail garrison deployment mode. In pursuance of its objectives under the Presidential announcement, the Air Force is obligated to observe all components contained therein.

By restricting testimony to environmental impacts of peacetime deployment and operations, the NEPA process and democracy have been ill-served. Democratic process does not rely on partial information to fulfill its vital functions. Full disclosure of facts, favorable or detrimental, is fundamental to the process. Any thing less is a sham, designed to serve narrow sectarian interests only.

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SAFETY CONSIDERATIONS

p.5.0. There is a statement in ¶ 2 that the materials in the MX missile would impose a small health risk to those exposed on a daily basis, or to the public. As to the public, the statement is probably accurate. As to the missile crew, accurate or inaccurate, since a definitive answer has not yet been found.

The small risk predicted in the DEIS has no scientific basis, and may be compared to advice given American servicemen entering Hiroshima and Nagasaki for cleanup duty, that there was no risk. Many of those 'atomic veterans' have or are suffering from leukemia, myeloma, cancer and other diseases, as a direct result of exposure to radiation, induced by official misstatements of fact.

The veterans of atomic tests in the Pacific, the natives of Bikini and Rongelap were also told, by U.S. military officers, the risk was either negligible or slight. They too now suffer from thyroid diseases, multiple myelomas, cancer, leukemia -- all caused by radiation from United States nuclear weapons testing.

It is the business of salespeople to emphasize beneficial aspects of the product they are attempting to sell, and to downplay the adverse prospects. The DEIS has fulfilled the salesperson's role consistently by seemingly presenting a wealth of information, which in reality, does not fully inform.

p.5-21, § 5.3.1.5 CONSEQUENCES states: "Estimates of the consequences of radiation exposure are less precise than for the consequences of fire and explosion for example, because the health effects of low doses of radiation cannot be measured accurately."

"One human health effect of low doses of ionizing radiation is the very small possibility that an exposed person may develop cancer."

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1 The two statements above, while not diametrically opposed, are in conflict. If the health effects of low doses of radiation cannot be measured accurately, how can it be assumed that there is a very small possibility of an exposed person developing cancer? What is the scientific basis for the latter statement. What epidemiological studies, if any have led to the latter conclusion?

pp 5-46, 5-2: "If radioactive materials were dispersed, the public would be kept at a safe distance and all contaminated areas would be treated to comply with EPA clean-up standards."

2 First, what is a safe distance? How determined, what criteria are used, and by whom? What of dispersal of radioactive materials in an area not readily accessible to DOD and EPA 'contingency teams'?

3 Second, the statement assumes at least two conditions which may not exist: a) the dispersal of radioactive materials either in garrison, or in an area readily accessible; b) that the dispersal would be confined to soil contamination, hence not mobile. The statement seems to preclude water or air borne dispersal. Within the last two years, a truck carrying nuclear fuel rods bound for Hanford, went over the side of a bridge into the Snake River. Fortunately the rods were not irradiated.

The optimism described in the DEIS is not substantiated by data or documents. Rather it seems to be a Pollyanna view of technological infallibility, but people living over 150 miles from Hanford are today living with diseases induced by dispersal of airborne radioactive releases from Hanford reactors in the 1940s and 1950s.

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SABOTAGE

§ 5.1.2 and § 5.1.6 address the question of sabotage slightly, leaving more questions unanswered than otherwise; e.g. in § 5.1.2 the DEIS is careful to narrate the requirements of security clearance, drug testing, medical and psychological screening, but neglect to list the number of personnel treated for drug or alcohol related causes over a given period of time. Request is hereby made that these figures be sent to each testifier or commentator, prior to publication of the FEIS.

4 § 5.1.6 lists some of the measures that will be taken to deny unauthorized access to the MX missile system and train. Most of these measures seem to be ideal for in garrison use, but may not be effective en route. One can imagine many scenarios, including the use of kamikaze forces that could pierce all the security systems listed in the DEIS.

The last sentence on p. 5-6 says in part: "Even in the event of a successful attack on the system, no impacts worse than those described in Section 5.4 ... are expected." Turning to § 5.4, here are some of the impacts that can be expected from a variety of fuels, both solid and liquid, missile propellants or train fuel, chemicals, vapors and other sources:

severe injuries	loss of life
flying debris	secondary fires
possible groundwater contamination	
total collapse of light structures	
major damage to heavy structures	
flying glass causing possible human injury	
dizziness, nausea, vomiting, fevers	
irritation of eyes, nose, throat and (p.5-29)	
possibility of fire igniting the missile stages	
lung hemorrhages	third degree burns
ejection of intact RVs (aka debris)	
a slight possibility of rupturing the RVs	
at 6 miles - no life threatening effects (not clear if this also applies to the very young, the elderly, those afflicted with respiratory diseases and those chronically ill)	
vegetative spotting	acidification of surface water supplies

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possible production of acid rain local damage (undefined in text)
 irritation of eyes, throat & skin groundwater contamination by fuels
 groundwater contamination by firefighting chemicals (what chemicals?)
 possible contamination of aquifers
 impacts on natural vegetation plant mortality
 burning sensation in eyes, throat, & skin of animals
 deposits of hydrochloric & nitrous acids on aquatic biota
 human skin irritation MHH aqueous solutions toxic to biota
 chemical reactions with aqueous solutions
 percolation of MHH into the soil possible removal of top soil
 kill or seriously damage vegetation
 resulting fires would kill grasses, herbs, shrubs, small trees, burn large
 tree trunks and the lower branches of large trees
 animals - burning of eyes, skin & respiratory tract, possible systemic effects
 Human Health Effects - possible eye damage
 respiratory tract inflammation MHH absorption through skin or inhaled
 may cause systemic effects whether ingested or inhaled
 systemic effects involve the central nervous system
 can cause tremors or convulsions
 severe local burns dermatitis
 liver and kidney damage at close range or pulmonary edema with a potential
 mortality rate as high as 50%

Consequences of an MHH explosion
 the vapor can detonate, which would immediately detonate solid propellants
 possibly cause the nitrogen tetroxide tank to break which would result in a
 fire of the solid stages

The list of consequences, potential and actual, goes on, but as can be readily
 seen does not involve anything more serious than human and animal mortality, injury,
 environmental contamination to the air, to the land and water and biota of both.
 Whenever and wherever damage, of whatever kind, by whatever name would occur, there,
 at that spot and in that immediate vicinity, an environmental impact detrimental to
 to the earth, the air, the water, to animals and vegetation, and to humans would
 occur. The consequences of such damage would vary according to a number of factors,
 but there can be no question that harm would occur.

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In these two sections the Air Force is quite careful not to mention potential
 radiation releases. Elsewhere (pp 5-8 and 5-9) the DEIS uses identical language
 in two consecutive paragraphs to state that there is a very remote possibility of
 a misfire causing a release of hazardous materials during rail operations. Nowhere
 in the DEIS is a statement that hazardous, i.e. radioactive materials could not be
 released as a result of sabotage or terrorist activity.

One example should suffice to make the point. On p. 5-11 is this statement:
 "In the highly improbable instance of a side collision, it is possible that
 sufficient forces might be present to create a potential for ignition, explosion or
 detonation. The very small probability of such an event is taken into account in the
 analysis of potential hazardous material releases."

Sabotage or terrorist attack in the vicinity of a railroad crossing, (see Rail-
 road Incidents p. 5-7) could involve involve a side collision involving a vehicle
 loaded with explosives (recall Lebanon and the Marine barracks), having sufficient
 explosive force to rupture both the RVs and the missile. Given the amount of weapons
 grade nuclear material unaccounted for at Hanford and other production facilities it
 is not inconceivable these trains could be attacked by a nuclear weapon, fired or
 launched outside the area of electronic surveillance.

Despite bland assurances to the contrary, no system is fool proof, and human
 beings are not infallible. What one can devise, another can defeat. There is no
 assurance whatsoever that the Air Force, separately, or in conjunction with the other
 armed services can insure the integrity of the 100,000 miles of tracks necessary to
 operate this system. There is no assurance that the Armed Forces of the United
 States is capable of maintaining the integrity of every bridge, culvert, trestle or
 other structure over which these trains must pass.

The point of greatest vulnerability for the trains and for the whole system
 would seem to be at the junction where trains exit their garrisons onto the main
 rail lines. Should sabotage or a terrorist attack occur at that point could the
 system be used? A few sticks of dynamite there, or anyplace along the tracks would
 defeat the purpose of the mobile system. Track repair would not be instantaneous,
 and in the event of multiple coordinated breaks could render the tracks unusable for
 both military and commercial trains. The gains are not commensurate with the risks.

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REFERENCED DOCUMENTS FROM THE MX DEIS OF 1988

"The DOE is responsible for manufacturing, transporting, and decommissioning
 weapons components using radioactive materials when they are outside of DOD control.
 Therefore, potential impacts from these activities are not discussed further in this
 document. Some documents that cover the environmental impacts of these activities
 include:

Final Environmental Impact Statement, Pantex Plant Site, Amarillo, Tx., DOE, 1983
 which covers nuclear weapons assembly, stockpile monitoring, maintenance,
 modification, retirement (disassembly), and final disposition of components;

FEIS, Rocky Plant Site, Golden, Co., NRC, 1980, which assesses the impacts of mishaps
 associated with nuclear weapons production and stockpiling, radioactive effluent
 released into the environment, and actions associated with plutonium-contaminated
 soil cleanup;

FEIS on the transportation of Radioactive Material by Air and Other Modes, NRC, 1977.

Draft Environmental Analysis on the Transportation of Radionuclides in Urban
 Environs, NRC, 1980;

Shipping Container Response to Severe Highway and Railway Accidents, NRC, 1987.

The final three documents address the risks associated with transportation of radio-
 active materials and associated concerns." p. 5-2.

Military Standard 1574 A, System Safety Program for Space and Missile Systems, p.5-2.

Integrated System Safety Program for the MX Weapon System (Space and Missile Systems
 Organization STD-79-1); p.5-2.

Air Explosive Safety Standards; Air Force Regulation 127-100; p. 5-3.

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Air Force Regulation 122-3, Air Force Nuclear Safety Certification Program; p. 5-3.

DOD Directive 3150.2, Safety Studies and Reviews of Nuclear Weapon Systems;
 Air Force Regulations 122-3 and 122-9, Nuclear Surety Design Certification Program
 for Nuclear Weapon System Software and Firmware; p. 5-3

Air Force Regulations 122-9 and 122-10, Safety; Design and Evaluation Criteria for
 Nuclear Weapons Systems; p. 5-3.

Air Force Explosives Safety Standards (Air Force Regulation 127-100); p. 5-3

Since all of the above captioned documents are referenced only in the DEIS,
 request is hereby officially made that the Air Force supply each and every document
 to all persons who have testified, to those who have requested a copy of either the
 DEIS or the FEIS, to all organizations similarly situated, and that the current
 NEPA process be suspended until the documents have been distributed, and each person
 concerned have had a minimum of at least 60 days to peruse, digest and comment on
 these documents insofar as they relate to the DEIS, and the entire NEPA process.

Request is also made that because this material was not available at the start
 of this process, that the whole process be reinitiated, from the Notice of Intent on.
 It should be noted that none of these documents were available through the Repository
 library system. Request is also made for all other documents, rules and regulations
 referred to in Chapter 5 of the DEIS "Safety Considerations." Without access to all
 of the documents in this chapter, the DEIS is vague, confusing and incomplete.

The statement on p. 5-2 that the DOE is responsible for associated aspects of
 nuclear materials, prior to legal acquisition by DOD or the Air Force, does not
 relieve either entity of its responsibility to inform the public in an EIS, nor of
 the responsibility to discuss those aspects with a potentially adverse impact.

References to documents unobtainable locally and within the short time frame
 allowed does not relieve the Air Force of its responsibility to either provide these
 documents, or to make a bona fide effort to make them available to the public.
 No such attempt was made to provide the public with these documents essential to
 understanding. The Air Force has not made a good faith effort to discharge its
 obligation.

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SOCIOECONOMIC IMPACTS Fairchild AFB

Table 4.6-1, p.4.6-3. Annual Direct Employment for MX Rail Garrison Program by calendar year -- full time equivalent jobs

9 COMMENT: The table is arranged so that figures in the column can be added, with the total shown below. The table does not state whether the number of direct jobs is for the ROI.

10 Table 4.6.1-1. "Selected Socioeconomic Indicators" shows the ROI Employment (Jobs) for the proposed action, but not for the alternative. In this table only the annual "Direct Jobs" figures are related to table 4.6-1 (p.4.6-3), but since they are exactly the same as the totals shown for that table, they must be for the ROI.

While the text (pp. 4.6-8, 4.6-10) and table 4.6.1-1 show a multitude of figures relating to jobs, there is no data or documentation to substantiate those figures. Nor is there any indication that these are new jobs created by the proposed action, rather than existing jobs and employees presently working at other locations.

11 In table 4.6.1-1 the total of the column figures is at the top, but all figures listed in the column are not to be added into the total, unlike table 4.5.1. Why the change in methodology in two consecutive tables?

12 In Table 4.6.1-1, using the 1990 figures, it appears there will be a total of 228 program related jobs, only 73 of which are direct jobs, 67 of those civilian jobs, 6 military. The table shows 155 secondary jobs, offering no explanation as to what type of jobs, union jobs, minimum wage jobs, part time jobs. Only the job numbers and total program related spending is shown. Without clarifying information these figures are meaningless and uninformative to the public trying to analyze the DEIS.

13 Again using figures from Table 4.6.1-1, the year 1991 shows a total of 954 program related jobs only 370 of which are direct jobs, the remaining 584 being secondary ones. The text shows the proposed action would generate personal income of \$23,000,000, but does not state whether this would be a direct result of the proposed action, or the 'rollover' effect on the economy.

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14 Part of the difficulty of analyzing these figures is a lack of figures showing estimated construction and labor costs during the construction period, with a breakdown of military and civilian labor costs. Without these figures the socioeconomic impacts are difficult to predict.

15 In 1990 and 1991 the secondary jobs are disproportionate to the direct jobs, shrinking however in 1992 and 1993. Had the same proportions held constant, secondary jobs in 1992 would have been 10764, and 889.65 in 1993 and beyond. No explanation is offered as to the proportional and actual decreases in secondary jobs in 1992 and 1993.

Of interest is that as military jobs increase, the average per capita income decreases, falling almost \$6,000 per annum from 1990 to 1993. This impact receives no mention in the DEIS:

16

1990	\$ 5,743,000	divided by 228 total jobs =	\$25,188.59	average per annum income
1991	23,000,000	" " 954 " " " " " " " "	24,109.01	" " " "
1992	17,764,000	" " 851 " " " " " " " "	20,874.26	" " " "
1993	12,020,000	" " 619 " " " " " " " "	19,418.41	" " " "

17 Little mention is given to unemployment, and no mention of mitigation measures. As shown in Table 4.6.1-1, civilian jobs would rise from 67 in 1990 to 259 in 1991 then decrease by 110 jobs in 1992 with a further decrease of 86 in 1993, a total increase in unemployment of 196. 240 secondary jobs would be eliminated, according to the Table, in 1992, plus another 144 jobs in 1993 for a total of 384 secondary jobs eliminated. While the number of persons unemployed by layoffs (580) would be a small percentage of the ROI work force, they would constitute over 60% of the peak time jobs.

The DEIS neglects to address itself to what measures the A F would undertake to assure all laid off workers of unemployment benefits, for what period of time benefits would apply, what rights unemployed workers would have, and appeal process, if any. Construction of the MX rail garrison at Fairchild AFB would create a small 'boom and bust' cycle, with no assurance whatsoever that those in the lowest economic strata would have their ongoing needs met when the cycle ended.

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NUCLEAR ACCIDENTS

BROKEN ARROWS

Major incidents involving nuclear warheads where there is a significant damage to the warhead or actual detonation of the high explosive trigger are called broken arrows by the U S Department of Defense.

Public information about such incident is ... incomplete, the Defense Department normally withholds information unless it is forced to release it by public pressure or when it becomes obvious that not releasing information is more damaging to the government than asking it public.

"Since the location of a nuclear weapon is classified information, it is a Department of Defense policy normally neither to confirm nor deny the presence of nuclear weapons at any particular place." (Narrative Summaries of Accidents Involving US Nuclear Weapons, 1950-1980: OOD news release, 1981)

Titan II missiles are intercontinental ballistic missiles that formed the entire U S land based strategic missile force in the sixties. Each missile is equipped with a nine megaton thermonuclear warhead.

"Before dawn on September 19, 1980 a violent explosion rent the Titan II missile silo near Damascus, Arkansas. There was a tremendous wind blast and fireball. Large steel fragments flew into the sky as the force blew off the 740 ton silo cover. The silo and missile were destroyed -- the nine megaton nuclear warhead fell to the ground some 200 yards from the silo." (It did not detonate)

Other events involving warheads accidentally dropped from airplanes or involved in crashes support the position that the safety devices and interlocks that prevent an unintended nuclear explosion are effective.

Yet, since the weapons must explode in an actual conflict, it is certainly conceivable that the sequence of events required to set off an explosion could occur accidentally.

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According to OOD early nuclear weapons included "a capsule of nuclear materials" which was kept separate from the weapon itself, for safety purposes, "during most operations," presumably when weapons were being transported or stored. So long as the capsule is separate from the weapon there is no possibility of detonating a nuclear explosion, although the high explosive charge required to trigger the weapon can be, and indeed has been, detonated accidentally.

18 There is a serious possibility of hazardous plutonium contamination if the nuclear materials were involved in an explosion or fire.

In later weapons designs the Defense Department does not include the separate capsule of nuclear materials, as it is believed that sufficiently improved redundant safety devices have been adopted.

To detonate a full yield nuclear explosion, a sequence of events must occur with precise timing. It is extremely unlikely that the exact combination of events required would result from an airplane crash, explosion, or fire, although a prudent person cannot rule out the possibility.

The more worrisome prospect is that some portion of the safety features would be bypassed through human error, misjudgment, sabotage, or terrorism -- making an accidental nuclear explosion dangerously probable.

After the Titan II explosion, Hans Mark, Air Force Secretary called the possibility of an accidental explosion 'extremely small' but, when asked whether it was possible for 'random explosions' to be a warhead, answered, "Yes."

The Defense Department provided a news release describing 27 broken arrows including five incidents not previously announced. A broken arrow January 24, 1961 near Goldsboro, N.C., described by OOD:

During a B 52 airborne alert mission structural failure of the right wing resulted in two weapons separating from the aircraft during aircraft breakup at 2,000--10,000 feet altitude. One bomb parachute deployed and the weapon received little impact damage. The other bomb fell free and broke apart upon impact. No explosion occurred. Five of the

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eight crew members survived. A portion of one weapon, containing uranium, could not be recovered despite excavation in waterlogged farmland to a depth of fifty feet. The Air Force subsequently purchased an easement requiring permission for anyone to dig there. There is no detectable radiation and no hazard in the area. (OOD news release, 1981)

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§ 5.2.2.3 p. 5-11. REENTRY SYSTEM HAZARDS

"Peacekeeper warheads containing radioactive materials continuously emit a very low level of ionizing radiation."
 "The radiation level at 3.1' from the reentry system is 0.009 rems per hr.
 "Missile handlers, train crew members, and to a much lesser extent other persons near the train would be exposed to a very low, but measurable radiation dose."
 "The effect on workers would be negligible."
 "Radiation monitoring of personnel will continue for the duration of the Peacekeeper Rail Garrison Program"

§ 5.3.1.5 p. 5-21. CONSEQUENCES.

Estimates of the consequences of radiation exposure are less precise than for the consequences of fire and explosion, for example, because the health effects of low doses of radiation cannot be measured accurately.

One human health effect of low doses of ionizing radiation is the very small possibility that an exposed person may develop cancer. That highly unlikely occurrence of cancer will typically develop years (as many as 30 or more) after the exposure.

Another human health effect resulting from low dose radiation exposure is genetic effects, including congenital defects and spontaneous abortions.

Genetic effect (sic) are estimated to occur as frequently as latent cancer fatalities for a given level of exposure.

COMMENT: Science has not been able to establish a level of ionizing radiation which is safe. Any level of radiation is inherently dangerous.

Implicit in the statement that persons near the train would be exposed to a lesser extent, is the fact that ionizing radiation travels and would penetrate the sides of the missile launch cars. Persons in the vicinity would be placed at risk.

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The statement that the effect on workers would be negligible has no scientific basis.

The most interesting statement is that radiation monitoring of personnel will continue for the duration of the rail garrison program. On p. 5-38 indicates the program would continue for 20 years. Should monitoring end after 20 years, what protection would be afforded missile handlers, train crew members and others who had been exposed, for the 10 year period between the termination of the rail garrison program and the end of the cancer latency period?

In the event of cancer 'incidents' because of exposure to ionizing radiation, what assurance is there that exposed Air Force personnel contracting radiation related diseases will receive government support for medical needs and for living requirements? The history of the United States in relation to Atomic Vets of world war II and beyond, is not reassuring.

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WATER RESOURCES

§4.6.7.2. MAJOR WATER USERS. The DEIS states: "Current data on total water use are not available," but does not offer additional information as to why the data are not available. A DEIS based on outdated data and information cannot be said to fulfill its obligation to inform. The burden is on the Air Force to either show that the 11 year old data is still relevant, or that more recent data is impossible to obtain. Some statements which favor the proposed action, unsupported by data or documentation, have no place in a document whose primary function is to inform.

SURFACE WATER HYDROLOGY AND QUALITY. "The dominant surface water feature in the region is the Spokane River, which drains the entire ROI except the Silver Lake drainage (p.4.6-31). "The ROI for Fairchild AFB includes the Spokane Valley, from west of the Washington-Idaho state border downstream to Deep Creek." (Figure 4.6.7-1)

The DEIS, while delineating the ROI, does not, in any meaningful way, address the significant subject of the Spokane aquifer, the extent of the aquifer, whether it extends under Fairchild AFB or the relevance of wastewater effluent discharge to the aquifer thus affecting citizens of the region. What would be the environmental impact on the citizens of the region should the aquifer become contaminated because of the additional wastewater generated by the rail garrison being sited?

The DEIS states that approximately 33,900 acre ft/yr of wastewater is discharged from Spokane into the Spokane River. The figure 33,900 acre ft/yr is equated with a 30 million gallon per day discharge; i.e. 10,950,000,000 billions of gallons per yr.

However, using 328,500 gallons as the amount contained in 1 acre foot, and multiplying it by 33,900 = 11,136,150,000 gallons of wastewater annually, shows a difference of 188,150,000 gallons not otherwise accounted for. Using the lower figure of 10,950,000,000 gallons, divided by 175,000 Spokane wastewater dischargers, shows the average annual discharge per capita to be 62,571 gallons or 171 gallons daily.

The current discharge rate for Fairchild AFB, as shown on p.4.6-31, is 328,500,000 gallons (900,000 gallons X 365). Divided by 5,400, the number of persons employed at the base, (but not taking military dependent wastewater discharges into account), the average per capita discharge is 60,833 gallons per annum, slightly less than that of Spokane, or a 165.6 gallon daily discharge rate.

20.

25 The projected discharge rate for the rail garrison complex is estimated at 30 acre ft/yr (p.4.6-32). Again using 329,500 gallons as equivalent to an acre foot X 30 acre ft/yr = 9,885,000 gallons total annual wastewater discharge, divided by 419 persons (direct jobs) yields 23,520 gallons per annum of wastewater discharge per capita or a daily rate of 64.44 gallons per day discharge rate, less than 40% of the per capita use at Fairchild AFB or in Spokane.

26 By whatever method these estimates were calculated, the rather large discrepancy needs to be investigated, and corrections made where appropriate. Other potential discrepancies show up on pp 4.6-31 and 4.6-32. The former page states that 1,000 acre ft/yr (0.9 MGD) of treated wastewater effluent is discharged, while the latter page states the groundwater discharge is 1,040 acre ft/yr; i.e. a difference of 13,140,000 gallons of wastewater -- hardly an inconsiderable amount, unexplained.

27 While the DEIS (p.4.6-32) states that an additional 30 acre ft/yr would have minor effects on the local groundwater, no supporting data or documentation is presented to confirm the statement. If the 30 acre ft. addition in wastewater disposal is added to the unexplained 40 ft (p.4.6-32) that constitutes an additional 70 acre ft/yr from that shown on p.4.5-31. Which figure is correct? and where is the supporting evidence?

28 Part 4.6.6.7, Water Resources, shows a deft mixing of incoming water resources such as water from aquifers, and wastewater effluent discharges, either into the Spokane River, or into drainfields. What is the justification for considering wastewater effluent a "water resource"? Please address this question in the FEIS.

In this deft mixing, the DEIS has not addressed several areas of concern, even if one concedes the supply of water will not be diminished sufficiently to cause immediate degradation to the environment. The problem of Fairchild AFB wastewater should not be eluded off with a few phrases in an arcane manner. While the entire base is not subject to scrutiny in this DEIS, the effect of additional contamination caused by the rail garrison project is. Not addressed, except for a glib dismissal, is the potential contamination of the earth adjacent to and under the base drainfield the possible contamination of the Spokane aquifer and other local aquifers referred to on p.4.6-32. Is there migration of wastewater effluent? In what direction? What is the rate of migration, if known? How calculated? By computer simulation?

29 What are the potential harmful effects of wastewater saturation and contamination which may occur as a result of the additional wastewater generated by the rail

21.

29 garrison project? Have these potential effects been investigated? Please reply in detail. At what point does additional wastewater effluent burden the environment, to an extent recovery is impossible or delayed so long as to be unfeasible? At what point does the additional contaminant contaminate groundwater or aquifers, to render them unfit for human consumption? Have these problems, raised herein, been considered and investigated in the DEIS process? If so, why were they not addressed in a substantial manner?

30 All of the problems, questions and inconsistencies raised herein must be addressed in the FEIS, if it is to be an accurate, informative document, useful for decision making. Throughout § 4.6.7, numbers used in the narrative bear little resemblance to numbers used in Tables and Figures. Unexplained in Figure 4.6.7-1 is how Fairchild's present annual water use of 2940 acre ft/yr, is to remain constant after 1980 when an additional 419 people will be employed at the rail garrison.

31 While not a water resource, the problem of toxics and their effects should be addressed as it relates to the soil, groundwater, aquifers and other water resources used by humans. Not only toxics described in § 5.0 Safety Considerations, but toxics used on a daily basis such as fuel, lubricants, paints, cleaners and others which may be subject to accidental release to the soil, water and air.

32 The other aspect of toxics that should be addressed are those presently at Fairchild AFB which may affect in some way the construction or operation of the rail garrison. Are there any toxic dump sites, by any name or designation, whatsoever, within the confines of the proposed garrison site, or upon which tracks may be erected? If so, removal or mitigation of these toxic sites should be addressed in the FEIS -- in detail.

33 The potential contamination of the Spokane aquifer due to additional wastewater discharge, 197,000,000 gallons of it in 20 years, must be accorded substantial treatment in both the DEIS and FEIS. The lives and health of approximately 400,000 area residents may be detrimentally affected should wrong information be disseminated and wrong decisions based on that information, be made. The obligation to defend the United States does not imply that its citizens may be injured in the process.

22.

PSYCHOLOGY

In § 1.10.2, Summary of Scoping Issues, p.1-20, is the statement: "A discussion of morality, national security policy, or psychological effect is beyond the scope of this EIS." For the moment at least this commentary shall consider only psychological effect.

First it should be noted that this statement in the DEIS is not supported or substantiated by explanation or documentation. In § 1502.2, b) Implementation, is the sentence: "As in a finding of no significant impact, there should be only enough discussion to show why more study is not warranted."

The DEIS has not heeded this part of the NEPA process, but has not seen fit to explain why those subjects are beyond the scope of the EIS.

34 A non-exhaustive review of § 1500.1, 40 CFR, reveals the use of the term "human environment" is used at least six times, and is defined in § 1508.14 as: "Human environment" shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment. This means that economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment."

23.

When we speak of the human environment, we are indeed speaking of every component of that environment, including the human. What is the distinguishing characteristic, of the human species? Excluding the ability to laugh, it has to be an ability to reason. And, what does a human reason with? What did humans use to plan, compile, correlate and produce this DEIS? Obviously they used their minds, contained in their brains. The decision to exclude a discussion of morality, national security policy, or psychological effect from the DEIS was itself a psychological decision, emanating from the human mind.

34 If one can exclude the human mind, and its potential reaction from the human environment, then anything can be excluded. What is more intrinsic to the human environment than the human, and the mind of the human, the mind which encompasses every thought and emotion? Psychology is a product of the human mind; i.e. of the "human environment." To exclude it from discussion in the DEIS is a violation of the letter and spirit of the NEPA process.

24.

40 CFR Part 1500

§ 1501.1 a)- "make sure that Federal agencies act according to the letter and spirit of the Act."

b) "NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken."

"Most important, NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail."

§ 1500.2 b)- "Environmental impact statements shall be concise, clear, and to the point, and shall be supported by evidence that agencies have made the necessary environmental analyses."

d) "Encourage and facilitate public involvement in decisions which effect the quality of the human environment."

e) "Use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment."

§ 1500.3- "The provisions of the Act and of these regulations must be read together as a whole in order to comply with the spirit and letter of the law."

§ 1501.7- "There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action."

COMMENT: Regarding § 1501.7, the scoping process was not open insofar as the Notice of Intent and the hearing officer restricted discussion and testimony to the peace-time deployment and operation of MX missiles in the rail garrison mode, without citing legal authority for such restriction. By such limitation, the Air Force made certain that the severest environmental impact of all -- the potential destruction of all species and perhaps the planet -- was effectively excluded from both the DEIS or the FEIS.

25.

By disallowing questions and testimony regarding the environmental impacts of nuclear war, the Air Force disregarded § 1500.1 b) to concentrate on the issues that are truly significant to the action in question. The Air Force also disregarded § 1501.7 to hold an open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action."

If truly significant environmental issues are excluded at the outset, by unilateral, arbitrary fiat, the documents obviously will not contain, hence cannot concentrate on those issues, as the agency is instructed to do, in § 1500.1 b).

During the scoping hearing, and the hearing on the DEIS, both hearing officers Lt. Col. Peter Walsh and Col. Michael Mc Shane, stated prior to the hearings that testimony must be confined to 'peace-time operations' and deployment of the MX missile in the rail garrison mode, but offered no documentary proof that testimony regarding the impacts of nuclear war, due to MX rail garrison being, was prohibited.

Request is hereby officially made that the Air Force furnish myself, and every person who testified at the hearings, or submitted written testimony, a copy of the document or documents legally prohibiting and excluding testimony on potential environmental impacts regarding the use of MX missiles during wartime operations.

§ 1501.7 a) 1) "Invite the participation of other interested persons (including those who might not be in accord with the action on environmental grounds), unless there is a limited exception under § 1507.3 c)." Note: no such exception applied to the public scoping or DEIS hearings held at Medical Lake, Wa.

The Air Force, through its Command Structure at Fairchild AFB was aware, or should have been aware for over 4 years that individuals such as myself (and they do have my phone number on file), and organizations such as the Peace and Justice Action League of Spokane, were opposed to nuclear weapons on many grounds including environmental ones, since we had been holding periodic vigils at that base for many years, and more frequent ones since March 5, 1984.

35

In addition, there are local chapters of the Audubon Society, Friends of the Earth, and the Sierra Club who might reasonably be expected to testify on environmental aspects of the proposal. None of these organizations or individuals were notified prior to the scoping hearings. Request is hereby made to discover if the Spokane Chamber of Commerce, or any of its officers was notified other than through the announcement in the newspaper. The public notice of a scoping hearing did not appear until 8 days prior to the hearing, allowing the public an inadequate amount of time to consider or prepare remarks concerning the scope of the subject matter to be addressed in the EIS.

This inattention to the requirements of the NEPA process (§ 1500.1 a) "letter and spirit" of the Act; § 1500.2 b) making the NEPA process more useful to the public; § 1500.3 "to comply with the spirit and letter of the law"; and § 1501.7 "early and open" process for determining the scope of issues to be addressed.

By neglecting its duty to invite "early and open" participation in the scoping process, the Air Force knew, or should have known, that public participation and input into the NEPA process would be diminished, contrary to the intent expressed in Part 1500, 40 CFR. For this reason alone, the entire NEPA process must be reinstituted, beginning with a Notice of Intent in the Federal Register. Such notice and process must adhere scrupulously to all NEPA and regulatory procedures, affording the public a truly "open" process.

Al Mangan

AL MANGAN
W. 2122 Dena
Spokane, W.A. 99201
509-325-3475

27.

32 CFR § 989.15

This section details the procedures the Air Force must follow before and during public hearings on draft environmental impact statements.

a) "... holds informal public hearings" On the DEIS.

COMMENT: The DEIS hearing held August 4, 1988 at Medical Lake, Wa. was conducted as a courts-martial might be. The hearing officer, Col. Mc Shane is a courts-martial officer. No public input was allowed on the ground rules, arbitrarily imposed by the Air Force, the procedure, or the arrangements. It was not conducted either in the letter or spirit of the law, contrary to CEQ regulations.

b) 1) "Announcement of the hearing should be distributed to all interested individuals and agencies, including the print and electronic media."

COMMENT: Announcement of the hearing was not distributed to all interested individuals. An announcement may have been distributed to the various Chambers of Commerce and to the print and electronic media, but not to other interested persons and agencies.

b) 2) The notice should include:
v) Any limitation on the length of oral statements

COMMENT: The notice in March for the scoping hearing, carried no such limitation. The July 1988 notice carried no such limitation. In August, a few days before the DEIS hearing, a 3 minute limitation appeared in a newspaper notice.

c) "Copies of the draft EIS should be available for distribution to the public or other suitable place in the area of the proposed action and public hearings."

COMMENT: Unless a person had signed and checked a form distributed at the scoping hearing, copies of the DEIS were generally not available. One copy was sent to the Medical Lake library and one to the Spokane library. I personally called the public affairs office at Fairchild and was told that no copies were available for distribution.

28.

- d) "The hearing should be held at a time and place and in an area readily accessible to military and civilian organizations and individuals interested in the proposed action."

Comment: Both the scoping and DEIS hearings were held in Medical Lake, a small town of about 3500 population, which is indeed adjacent to Fairchild AFB, but 15 to 20 miles removed from the population of the largest city in the region, Spokane, which is denominated as the "host" city for Fairchild AFB. If the purpose of the hearing is to "encourage and facilitate public involvement in decisions which affect the quality of the human environment," (40 CFR § 1500.2 d)), the decision to hold but one hearing, and that at Medical Lake rather than in Spokane and other locations along the right of way contravened the intent of the CEQ regulation, which is binding on all federal agencies, including the Air Force.

- e) "In no event should ... the hearing officer ... participate personally in developing the project" Such was not the case at the DEIS hearing, but was the case at the scoping hearing where Lt. Col. Walsh was a member of the proponent command, as evidenced in the Notice of Intent, Federal Register, 2/26/88 and the DEIS 6/29/88. This part of these regulations should be amended to provide for neutral hearing officers rather than Air Force personnel, subject to orders and discipline of their superiors.

- e) 2) "The primary duty of the hearing officer is to make sure that the hearing is orderly, is recorded, and that parties who have an interest in the matter have a reasonable opportunity to speak."

Comment: One of the personal ground rules laid down by the hearing officer at the DEIS hearing was that all speakers were to address their remarks to him. There is no such requirement in these regulations, and as long as speaker's remarks are recorded, there is no necessity for such a requirement.

As for a reasonable opportunity to speak -- 3 minutes is, almost by definition, not a reasonable opportunity. This particular DEIS addressed 10 resource categories not including the executive summary, program overview summary and comparison of program impacts, environmental analysis methods and Safety considerations. A mere recitations of the breakdowns under each category and resource alone would consume over three minutes.

29.

Time limits were not reasonably exercised in a uniform manner, some speakers being cut off in mid sentence. A review of the audio tape can easily establish this assertion.

- g)6) "Any announced time limit may be waived at the discretion of the hearing officer." The hearing officer may also extend the hearing ..."

Comment: While this part could possibly invite favored treatment for some and restriction for others, it was not even considered by the Air Force or the hearing officer at the DEIS hearing. There were people waiting to be heard, who were not.

This part could be used, if the Air Force were to so decide, to hold hearings in other locations along the right of way. Every person who lives along the right of way would be placed at risk should Congress be foolish enough to adopt the plan, yet very few citizens had the opportunity to make their views known. Once again I cite § 1500.2 d) of 40 CFR which states that "Federal agencies shall to the fullest extent possible

- e) "Encourage and facilitate public involvement in decisions which affect the quality of human life."

Comment Overview: While each of these violations of the regulations may seem insignificant in themselves, the cumulative effect has been to deny a majority of the citizens in the region a "reasonable opportunity" for input, and to influence the decision in a democratic manner. The purpose of a military structure or organization in a republic, theoretically governed according to democratic principles, is to allow the greatest number access and input into the system.

By conducting a meeting, or hearing, as was done both in March and August, the practical effect is to limit the number of people to the smallest possible number, their remarks to the shortest possible time, and to control the proceedings so tightly, in a military manner, contrary to the expressed intent of regulations which states the hearings shall be informal.

By such a process, the government has strayed far afield from New England town meeting where citizens conduct their own business. If we lose democratic process, and the ability to express ourselves in public meetings what have we gained? Substitution of one form of government control for another, is no bargain.

30.



August 29, 1988

Environmental Planning Division
Lt. Col. Peter Walsh
Air Force Regional Civil Engineer
Ballistic Missile Support
Northrup AFB, CA 92409-6448

Dear Lt. Col. Walsh:

Greetings! Following the scoping hearings I wrote a long letter asking that a number of questions be addressed in the Draft Environmental Impact Statement. After having read the DEIS I can no longer answer to the questions raised. I will again ask that you address the following questions in the EIS:

1) The National Environmental Policy Act (NEPA) states clearly that the Environmental Impact Statement (EIS) is to be done in order to determine whether or not a proposed project should be carried out. The EIS is not to be used as a way to justify a decision that has already been made regarding a proposed project. The Air Force has made statements in the press and to me personally that this EIS is being done to determine where the MX should be based in rail garrison as opposed to if the MX should be deployed in rail garrison. If that is truly what the Air Force is doing it means that this whole process is in violation of the law and that we might as well not continue with this process. Congress has not determined if MX will be deployed in rail garrison and therefore the Air Force must use the EIS as a way to help Congress and the Air Force to determine if they should proceed with the proposal.

2) I would like to request that the Air Force comply with the NEPA law and include in the EIS all of the reasonable alternative hearing modes for MX and compare what the impact to the public and the environment would be in deploying MX in each of those different hearing modes. Also included in the EIS I would like the "No Action" alternative to be thoroughly examined in terms of the impact on the deployment area if the no action alternative is adopted. This analysis should include the financial impact on both the national level and on the local deployment area of not spending the money on MX rail garrison.

3) I would like for you to address in the EIS how you will insure the security of the entire railroad system on which the MX would possibly be traveling both in time of non-use and in times of actual use and what the impact of this action (security of the tracks) will be on the public and their environment.

(This document is being submitted to you for your information.)

5 As a part of this discussion please explain the procedure you will use to defend an area in the event that there is a demand of the train carrying the MX missile.

6 3) I would like you to address in the EIS the impacts of building an Anti Ballistic Missile System to protect MX rail garrison.

7 4) If you are not proposing to build an ABM system to protect rail garrison, I would like you to assume that you will rely upon strategic warning in order to release the trains in order to determine when to release the trains onto the tracks. If in fact you are relying on strategic warning in order to release the trains I would like for you to address in the EIS how the Air Force plans to deal with keeping the public from panicking once the public realizes that the trains have been released and we in fact are in a time of high international crisis and what the impact of these concerns will be on the public.

8 5) If you are not going to use an ABM system to protect rail garrison, I would like you to address how the system will be protected and what impact the construction of that system will have on the public and their environment.

9 6) I would like you to address in the EIS the impact of deployment of small ICBM (SICBM) in conjunction with deployment of MX in rail garrison at F.E. Warren AFB. It was mentioned several times in the Cheyenne presentation that if SICBM and MX rail garrison are deployed at F.E. Warren this would compound impacts on the community therefore I would like you to address in the EIS the impacts of simultaneous deployment of MX in rail garrison and deployment of SICBM.

10 7) I would like you to address the impact of the efforts that will be taken by the Air Force to protect the communication lines involved with MX rail garrison from Electromagnetic Pulse (EMP).

11 8) I would like you to address in the EIS how the Air Force plans to deal with civilian dispatchers who know the location of the MX trains in a time of crisis and what the impact will be on dispatchers in times of high international tension. In particular what is the impact upon dispatchers in terms of their ability to communicate with others when off their shift while in a time of high international tension.

12 9) If civilian dispatchers are not to be used during times of high international tension and then military dispatchers will be used instead what will be done so that civilian dispatchers know where to route civilian trains and civil defense trains so that they will not collide with MX rail garrison trains and what is the impact upon the normal working routine of dispatchers?

10 I would like you to address what the impact will be (including economic impact) for the commercial railroad companies when an extended period of high international tension exists (a two week period). Normal train traffic will be disrupted during times of high international tension due to deployment of MX on the railroad and thus an economic loss would be anticipated from such a break in the normal train traffic and I would like you to address how much time you would estimate to occur and how this will be made up to the railroad corporations.

RLG-32
02/26/88
Revision 2LOCATION Athens TX DATE July 25, 1988COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON ICBM PROGRAM

Thank you for attending this meeting. Our purpose for hosting this meeting is to give you an opportunity to assist us in identifying pertinent issues for analysis within the environmental impact statement. Our goal is a thorough environmental document that will be made available to public officials and citizens before a final decision on basing and deployment is made. Please use this sheet to bring to our attention potential environmental issues that you feel should be analyzed in the environmental impact statement.

There are issues involved here of great concern to the average citizen, not only in "Garrison" but everywhere along the proposed railroad routes. The word "environmental" can be defined narrowly or broadly. I believe it is your legal obligation to the taxpayers to consider the possible impact of the rail-garrison proposal - the BRC Act's possible impact.

The MX missile carries 16 nuclear warheads and is a dangerous destabilizing offensive first strike weapon despite the euphemistic name "Peacekeeper". Railroad before have accidents it is a statistic inevitability. To propose paving tracks later with missiles through population centers large and small - to introduce major unprecedented hazards to the population without its consent to propose increasing the number of MX missiles at this point is directly contrary to the current atmosphere of cutback of the arms race and would negate the recent achievement of a Reagan administration.

I recommend: 1) Debus - you only and the ACDW is the best

William Westing 4413 76th St Lubbock TX 79424
Name Street Address City State Zip Code

Please hand this form in or mail to:

Director, Environmental Planning Division
AFRC-BMS/DEV
Norton Air Force Base
San Bernardino, CA 92409

- ② Postpone the Aug 31st deadline for comments
③ Hold hearings in every community along the route

- 13 I would like you to address in the EIS whether or not you will need to buy land in order to build additional railroad spurs (for MX rail garrison) outside of F K Warren and if so what procedures will be used to accomplish this purchase and what will be the impact in the area where new land must be acquired.
- 14 Please also address how the current lawsuit by ranchers in the F K Warren area against the Air Force regarding land leases will impact further land acquisition for MX rail garrison.
- 15 I would like you to address whether or not you will have to remove oil and gas leases on land that may be purchased in order to satisfy the safety zone surrounding the rail garrison at the base. If oil and gas leases must be removed I would like you to address the impact that action will have on those currently holding the oil and gas leases.
- 16 I would like you to address in the EIS how often the tracks that will be used by MX rail garrison will be checked for problems and what impact the checking of the tracks will have on individuals living close to the tracks. I would also like you to address in the EIS who will check the tracks (military personnel or railroad personnel) and what impact this will have on the railroad corporations.
- 17 I would like you to address in the EIS how often dummy trains will be used and how normal commercial railroad traffic will be impacted by MX rail garrison dummy trains.
- 18 I would like you to address in the EIS how large a safety zone the rail garrison will be on either side of the tracks in order to satisfy the safety zone for each missile and what the impact will be in meeting that safety zone requirement.

Thank you for all of the questions I have at this time. Thank you for addressing these questions.

Sincerely yours,

Jeff Tracy

Jeff Tracy
Staff for Rural Coalition



August 29, 1988

Lt. Col. Tom Bartol
United States Air Force
Director, Environmental Planning Division
Regional Civil Engineer
Ballistic Missile Support (AFRC-BMS/DEV)
Norton Air Force Base, CA 92409-6448

Dear Lt. Col. Bartol:

First, let me thank both you and Lt. Col. Walsh and you staff for the assistance and information that they provided prior to the August 10th hearing. I am also very appreciative of the time and effort that was taken to make me aware of the safety measures that you now have in effect for the Peacekeeper Missile and the additional measures that will be implemented if the Peacekeeper is deployed in the Rail Garrison mode. The second reason for this letter is to provide further emphasis to several items that I and others mentioned at the August 10th hearing and to ask your consideration to two items that are not addressed in the Draft Environmental Impact Statement and that will require your attention.

I will not go into additional detail here concerning the impacts that will occur during the Peacekeeper Rail Garrison deployment on Laramie County School District #1, state and local finances, housing, and the roadways around Warren AFB. These issues have been discussed in detail elsewhere and I am confident that your staff is now studying them. I have attached copies of the statements made on behalf of the Chamber of Commerce and my IMPACT team that do provide a discussion of these issues. They can act as a starting point if necessary.

The two additional items that need to be addressed are human services and park and recreational facilities and programs. Both the increase in population and the type of population that can be expected in the Peacekeeper Rail Garrison deployment will require the services of the local human service agencies and use the

Mayor
DON ERICKSON
CITY COUNCIL
WILLIAM ANDERSON
PRESIDENT
ROBERT K. ALVAREZ
CAROL E. CLARK
JOHN CLARK
ED LIP
KEN HUMPHREY
GEORGE SCOTT
VIRGIN BLOUGH
J. ROBERT STONEY

1 parks and our recreational programs. Since the Draft Environmental Impact Statement is a summary document, these areas may have been reviewed and not included. However, they do need attention and should be looked at in more detail after you make the required adjustments to the area of public finance. As in many other areas, the downturn in our local economy and decreasing state shared revenues have forced decreases in services. We simply do not have the resiliency to provide the additional services that may be required in these areas that may be necessary, because of this project.

2 The final point that I want to make is one that I have made many times before. Mechanisms need to be found and put into place to properly plan and monitor this program at the local level. The Mechanisms that were created during the Peacekeeper in Minuteman Silos program alleviated many local impacts and facilitated the deployment of that missile. This planning must be intergovernmental in nature and provide for the effective communication of information, a forum for the creation of the appropriate mitigation activities, as well as the monitoring and evaluation of local impacts. The monitoring program developed during Peacekeeper in Minuteman Silos will only continue through December for data collection and reporting and be concluded in March. This program must continue while the planning for Peacekeeper Rail Garrison Program continues. These monitoring and reporting activities can not be started and stopped without a great loss in credibility and cooperation from all the reporting and using agencies.

Again, thank you for the help and assistance that you have provided during the hearings process. I have asked my staff to make the information they have available so you are completely aware of our concerns. Please contact me if I can be of help and assistance.

Sincerely,

Don Erickson
Mayor

CC: Governor Sullivan
Dr. Peterson
Jack Humphrey
Rick Moore

Intergovernmental Executive Impact Council
& Mayor's IMPACT Team

August 10, 1988

- 15 occupied units, either in the analysis of vacancies or of demand. This information is necessary to ensure that adequate housing will be available to meet the project-related demand.

Transportation

- 16 Military related traffic continues to cause problems at the Randall Avenue/Interstate-25 interchange. Construction of the Rail Garrison Program or any other changes which increase traffic through the main gate will exacerbate this problem. Therefore, steps should be taken to mitigate this transportation impact. Current and projected traffic for the North Gate should be assessed.

Economic Development

- 17 F.E. Warren is currently the only base where Peacekeeper Missiles are deployed, and is proposed to be the main operating base for the Rail Garrison Program. Although the Peacekeeper Rail Garrison program is expected to cost between \$10 and \$15 billion, only \$120 million, or approximately one percent of the project expenditures will be at F.E. Warren. The Air Force should make significant efforts to transfer project expenditures to areas impacted by deployment to increase the economic benefits of the project to impacted communities.

Conclusion

- 18 The Draft Environmental Impact Statement does not adequately analyze the impacts of the Rail Garrison Program on southeast Wyoming. The short-comings of the Draft Environmental Impact Statement can be corrected through the implementation of an intergovernmental planning process similar to that utilized during the Peacekeeper in Minuteman Sites deployment. We are ready and willing to work with the Air Force in such a process.

Proposed Position Statement Rail Garrison EIS

The Cheyenne Chamber of Commerce through a special committee has reviewed the Draft Environmental Impact Statement for the Peacekeeper Rail Garrison Program and finds that the proposed project should not adversely impact the Greater Cheyenne Area from the position of undue burden of the community's infrastructure, facilities, and services.

Francis E. Warren A.F.B. and its predecessor facilities have been good neighbors and supporters of our community for well over 120 years. Since its beginnings as a military installation the men and women of the base have contributed to the overall welfare of our community as well as meeting the requirements of their mission.

F.E. Warren A.F.B. is also a substantial part of our economic, social and cultural make-up.

The review of the Environmental Impact was performed from the context of the impact the proposed project would have on our community and not from the position of national policy issues.

The following areas were given specific scrutiny in light of the Chamber's mission in the community and are addressed herein as follows:

1. Transportation - The Randall Avenue Interchange has outlived its 20 year design life. The interchange was not designed to handle the significant traffic increase from the F.E. Warren (North) alternative.

The Randall Avenue Interchange was initially asked to be redone with the original EIS for the RG. There are no dollars available through the State or Federal government. The project was asked to be 100% funded by the Air Force in 1984. This was not done. The project has been pulled from bid due to the State and Federal Highway Administration prioritization. There are not funds available for this project.

The Randall Avenue exit is the main entrance to F.E. Warren, but it is also the main entrance to our Capital City. Traffic during the construction phase will create congestion and have a potential for accidents whether alternative North or South are selected.

The main gate off Randall must be moved back and the on/off ramps on the Randall Avenue I-25 exit must be redone. The new on base park in place of the Mary Addition housing in conjunction with

Page 2 (cont'd)

Transportation (cont'd)

The building phase of the Rail Garrison will create traffic snarls and congestion. The EIS concurs with this analysis but suggests that this will only be during "peak traffic hours". Considering this as "low impact" is not in the best interest of our transportation system. These changes are needed to mitigate the increased travel due to the location of the Rail Garrison.

2. Housing - The need for additional housing is noted in the report. However, it is the position of the Chamber that the Air Force take a more affirmative role in ensuring that the private sector at the local level be induced in meeting the identified demand both on and off the Base. The final EIS should identify mechanisms to achieve a satisfactory balance.
3. Education - The Air Force has identified impacts anticipated in this area and past responses by the Air Force have been commendable. The Chamber wishes to encourage the Air Force to ensure that the community is provided with the means to mitigate identified impacts which might occur in the local education system.
4. Economic - The proposed project is projected to have a positive economic impact on the community. Although this is important it is our desire to ensure long term benefits to the community. It is therefore desirable that the Air Force consider mechanisms whereby business development which occurs from this program generates localized opportunities. These opportunities could be the seeds to strengthen our economy.

In conclusion, we wish to state that our committee will submit a more specific comment letter by the August 30, 1988 deadline and we will continue to support the men and women of Francis E. Warren A.F.B. as they strive to carry out their mission. We thank the Air Force for the opportunity to review and comment on the EIS and we have the confidence in knowing that our issues will be addressed and that all of us working together as we have in our long history we will as a business community strive to assist you or Air Force in meeting the demands of your mission.

David L. Bell, P.E.
General Manager
P.O. Box 7362
401 Capitol St.
Abilene, Texas 79601
915.673-0934



August 25, 1988

Lieutenant Colonel Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

Dear Colonel Walsh:

The Draft EIS - Peacekeeper Rail Garrison Program has been reviewed at staff level of West Central Texas Municipal Water District (WCTMWD). It represents significant effort by the Air Force to evaluate an extremely complex proposal within the guidelines of current environmental and defense security law, policy, and supporting regulations. As an environmental engineer, I salute your accomplishment. As requested at both Abilene hearings re Peacekeeper, matters of national/nuclear defense policy and both economic development and environmental protection interests (beyond current laws and regulations) are not judged within the context of this letter. With that background, and with regret that time did not allow our comments to be presented at the last public hearing, we offer a summary of our review of the environmental impact of Peacekeeper on the regional raw-water supply system managed by WCTMWD.

The qualifications of the District's General Manager to comment on the EIS include bachelor's and master's degrees in civil and environmental engineering, and registration as a professional engineer in Texas. Experience includes consulting engineering work in environmental impact analysis as well as twelve years as a water and wastewater utility manager. Utility management experience includes industrial pollution monitoring and enforcement, water resource and water supply protection, and watershed management activities.

Three general perspectives were evaluated in this EIS review:

- (1) Direct and indirect (Abilene area) water resource impact. This refers to potential consequences of having a rail garrison on DYESS AFB property.

Lt. Col. Peter Walsh
August 25, 1988
Page 2

- (2) Overall regional (West Central Texas) environmental impact. Again, this refers to potential consequences of having a rail garrison at DYESS AFB.
- (3) Overall program environmental impact. This review was premised on the off-base activities associated with the proposed system. An assumption was made that the probability of a rail garrison train being in the West Central Texas area may be higher than at many locations due to the proximity of the DYESS AFB system support facilities.

Based on a comparison of impacts at Warren AFB compared with DYESS AFB, an assumption of magnification of any potential environmental risk was assumed for Warren AFB. This perspective yields no determinable and unacceptable hazard/risk resulting from on-base activities (item (1) and (2) above) at DYESS AFB. In other words, on-base activities could not be found to unacceptably threaten water, air, land, or human resources as protected by existing laws and guidelines.

Regarding off-base activities, the report and the presentation at the July 25, 1988 hearing were reassuring. The classified nature of the specific procedures and materials makes this area of analysis more uncertain for individuals not familiar with and/or authorized full access to the details of the off-base activity. The protection of the public in this area, it seems, is based primarily on the various inspection and design standards for explosive, nuclear, and transportation systems AND the effective utilization of these standards by various branches of the federal military and civil service. With this qualification, the EIS presentation is thorough and did not identify unacceptable risks or hazards.

Returning to the perspective in the opening paragraph, the EIS is apparently a good faith effort to evaluate environmental risk and the report conclusion seems appropriately supported. The report, the public meeting comments presented, and my review of the EIS document, do not identify unacceptable major risks or hazards based on existing regulation.

Lt. Col. Peter Walsh
August 25, 1988
Page 3

2 Thank you for the opportunity to comment. I assume that the comments from the City of Abilene staff, and the gentleman with a concern about appropriate use of pesticide/herbicide on rail right-of-way, will be appropriately addressed in the final report.

Sincerely,

David E. Bell, P.E.
General Manager

cc: Fred Lee Hughes, Member of WCTHMD Board of Directors
W. T. Dupree, President of WCTHMD Board of Directors



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
Atlanta GA 30333

August 29, 1988

Lt. Col. Peter Walsh
AFBCE-HHS/DET
Barton AFB, California 92409-4448

Dear Col. Walsh:

We are providing comments on the Draft Environmental Impact Statement (EIS) for the Peacekeeper Rail Garrison Program. We are responding on behalf of the U.S. Public Health Service. This EIS describes a complex system for supplementing the Nation's strategic forces ("Strategic Triad").

1 The range of adverse impacts on public health which could occur are described in Chapter 5 "Safety Considerations". Computer modeling was used extensively to quantify risks associated with the Peacekeeper Program. RADTRAN and MATTRAN were cited as programs used to compute rail transport risk, but little detail is given in the EIS on the scope and effectiveness of these programs. The EIS only states that RADTRAN was used in an earlier study of risks associated with air, rail, and truck transport of radioactive materials. Has this program been used only once? Are these programs the best available analytical tools for this purpose, and what other tools or software were considered for this analysis?

In Section 5.4.1.2, reference is made to a computer model which was used for air quality impact assessment. No details on this software were included (not even the name of the software), and details are needed to convince the reader that this model was the most effective, appropriate tool for this analysis.

2 Nuclear material releases, liquid propellant releases, solid propellant explosion, as well as solid propellant burn resulting from an operational mishap are discussed as potential threats to human health and safety. While these hazards are reasonably well discussed in the text, the Final Environmental Impact Statement should include an expanded "Summary of Potential Environmental Effects of Peacekeeper Rail Garrison Mishaps" (Table 5.4.6-1). This table should be expanded to include the numerical risk quantification associated with each mishap along with the narrative statement of environmental effects. The present table does not allow a comparative assessment of the relative likelihood of the various effects. For example, human mortality is a stated effect resulting from solid propellant explosion or liquid-propellant explosion but these relative potentially life-threatening events would appear to be as likely to occur as "fire damage to vegetation". Including relative risks in this table would enlarge the table but make it a far more meaningful summary of environmental effects.

Page 2 - Col. Peter Walsh

Thank you for sending this EIS for our review. Please insure we are on the mailing list to receive a copy of the Final EIS when it is available. Also, please insure we are on your mailing list for further documents prepared under the National Environmental Policy Act (NEPA).

Sincerely yours,

David E. Clapp, Ph.D., P.E., CIM
Environmental Health Scientist
Special Programs Group
Center for Environmental Health
and Injury Control



STATE OF WYOMING
OFFICE OF THE GOVERNOR
CHEYENNE 82002

August 31, 1988

MIKE SULLIVAN
GOVERNOR

Lt. Col. Thomas Bartol
United States Air Force
Director, Programs & Environmental Division
Regional Civil Engineer
Ballistic Missile Support (AFESC)
Norton Air Force Base, CA 92409

Re: Proposed Peacekeeper Rail Garrison Program

Dear Lt. Col. Bartol:

We have completed our review of the Draft Environmental Impact Statement (DEIS) for this project. This letter will include our general comments regarding the DEIS and provide clarification, where necessary, of state agency comments and questions. The state agency comments and questions are attached herewith to supplement this letter.

Your office has already answered many of the questions we raised regarding the clarification of various issues. Information is also being gathered to respond to some other questions. The comments and questions presented here are those that should be addressed in the Final EIS (FEIS).

1. It is understood that Peacekeeper specific training will be provided at F.E. Warren even for personnel to be assigned to other bases. The DEIS is a little unclear on this point and a clarification would be helpful in the FEIS.

2. In various locations in the DEIS, the train deployment was described as being two, four, or possibly six trains per garrison site. You have explained that the numbers of trains being considered was to maximize the impacts to be derived from the DEIS modelling. This, in essence, was to provide the worst-case impacts. Some clarification of this in the FEIS would be helpful in eliminating the reviewers' confusion.

3. The lighting systems are still under preliminary design so you indicated that the visual impacts cannot yet be determined. The design should seek to reduce the lighting impacts to residential areas and the FEIS should address this matter.

Lt. Col. Thomas Bartol
August 31, 1988
Page Three

1989 - \$ 88,603
1990 - 202,125
1991 - 286,183
1992 - 933,518
1993 - 928,973
1994 - 844,915
1995 - 804,061

The impacts to this program need to be discussed. A sample of the School Foundation Program Application is enclosed to show how school districts apply for these funds. A memo from Mary Byrnes of the Wyoming Department of Administration and Fiscal Control regarding foundation program funding is also enclosed.

12. The current expansion program under way for wastewater services is at the Dry Creek Plant. The other public utility coordination issues, including solid waste, will need to be coordinated with the City of Cheyenne.

13. The Public Service Commission has reviewed the Draft EIS in more detail and has consulted locally with representatives of the gas and electric utilities. These utilities have stated that they feel the actual impacts on their system will be less than that identified in the Draft EIS. Their only concern remaining regards the identification of those measures that will be taken to avoid damage to existing utility services in the area.

14. The transportation issues are difficult to assess based upon the information presented in the Draft EIS. Traffic problems already exist at Randall Avenue for a variety of reasons including the short distance between the gate and the interchange. The same traffic volume is assumed for the south gate, as was used in the Peacekeeper EIS. There are changes, existing and currently under way, on the base since that time. The north gate is currently open for portions of the day, yet this gate is not discussed in the Draft EIS. It is unfortunate that the work at Missile Drive and Happy Jack is not complete since this project will have a significant effect on traffic distribution. Also, under the north site option, work will be under way simultaneously all across the base. Project-related traffic could be distributed fairly uniformly over all three gates. It is even conceivable that traffic redistribution when Missile Drive is reopened may, in fact, positively impact the traffic situation at Randall Avenue. The Draft EIS should provide additional information to help review this such as:

a. What on-base projects (outside of this action) are being considered for traffic improvements? Even though they are

Lt. Col. Thomas Bartol
August 31, 1988
Page Two

4. The FEIS will identify the preferred alternative. The cultural sites could affect the site selection at F.E. Warren. The effect of the cultural sites on the alternative selection should be identified in the FEIS.

5. Your staff has already contacted Carl Ellis of the Industrial Siting Administration regarding the Region of Influence established in the DEIS. The ROI has different significance if it is used to assess economics, labor market, transportation or other issues. Due to the significance of the ROI on the projected impacts, the remaining questions on this issue should be resolved before the FEIS.

6. There may have been a change in some of the significance criteria used to address transportation issues between the previous Peacekeeper EIS and this DEIS. Any differences in the significance criteria should be resolved before the FEIS.

7. Further clarification needs to be provided in the FEIS regarding water quality standards and impacts. The FEIS should address both federal and state water quality standards and how the proposed project would impact water quality. The project mitigation should identify that construction standards will be established to meet the water quality standards.

8. Additional information has been made available concerning housing vacancies identified in the DEIS. The FEIS should include this new information.

9. The DEIS needs to be modified to reflect enrollment, pupil-to-teacher ratios, and revenue and reserve data from School District No. 1. The FEIS should reflect the new data and the resulting changes in the impacts.

10. The employment, revenue and reserve data from Cheyenne and Laramie County also needs to be updated and the impacts reassessed based upon the new data.

11. The impacts to the education system do not reflect the cost impacts that will be felt by the State School Foundation program. Other local impacts, such as for public utilities, may be able to be covered by such locally generated revenues as project related sales and use taxes. The foundation program provides a substantial amount of funding to the school districts. This program is funded through mineral royalty and ad valorem taxes. Locally generated project related revenue does not go into the foundation program. The enrollments from Table 4.2-1-1 are anticipated to generate demands for funding from this program of:

Lt. Col. Thomas Bartol
August 31, 1988
Page Four

outside this project, they would help obtain a better understanding of traffic impacts.

1. What is the current traffic use at the north gate and what is the related LOS on Central Avenue and Yellowstone Highway?

c. Would the LOS on Central Avenue be affected by north gate operations?

14. Since many of these questions will be speculative until highway-related construction work is completed, the mitigation conditions should include, at a minimum, coordination with the City and the Wyoming Highway Department on this matter. This could include an agreement to perform traffic studies upon the completion of road construction to identify the new background traffic patterns. This could be done to establish what, if any, additional mitigation would be appropriate for the project.

15. Section 5 of the Draft EIS carefully addresses the program safety issues. The modeling in that section identifies dispersion projections for various constituents for various accidents that could occur (pp. 5-18 to 5-20). It is recognized that the probabilities of these occurrences is extremely remote. Even so, the modelling probably also identifies the areas at risk should any accident occur at the rail garrison site. Is there any need to work with local land use planners to identify these areas for future planning or zoning?

16. General - The south site option, as discussed, includes only one road access to the site. It is assumed that more than one access to the garrison site would be important in the possibility of accidents or other occurrences blocking the access. Is a second access necessary? If so, the site impacts should address it. Also, the DEIS indicates that the south site option would include abandoning Swan Reservoir. If the reservoir is to be abandoned, the water supply for irrigated lands supplied from Swan reservoir should be addressed.

17. The modelling assumption reflects a ground level wind condition of 4.5 mph. The average wind speed in Cheyenne is closer to 13.4 mph. It is understood, though, that the lower wind speeds would tend to reflect worst-case (highest concentrations) conditions. This is because there is greater mixing at high wind speeds resulting in lower concentrations.

18. The concentrations estimated from the accident modelling presented on pages 5-18 to 5-20 represent potentially harmful amounts of certain chemical constituents. Since this is a potential, but worst-case scenario:

Lt. Col. Thomas Bartol
August 31, 1988
Page Five

19 a. Will the Air Force work with state and local response coordinators to evaluate existing programs and identify needed program modifications?

20 b. Will joint training exercises be considered for state and local personnel?

It may be appropriate to consider these, as well as equipment needs, as mitigation measures for the proposed action. They would be a good mechanism to provide mutually beneficial training programs and strengthen over-all emergency response programs. I would request that Edwin Usui of the Office of Emergency Management be contacted relative to these points.

21 19. The health and human service program impacts were not addressed in the DEIS. Any new project, public or private, can be expected to impact such programs as substance abuse and spouse and child abuse. Comment letters are included for programs under the Wyoming Department of Health and Social Services. The comments address the population impacts under the cumulative assessment model only. However, discussions with the program personnel indicates that their programs historically have been impacted proportionately to the increase in population. In other words, a population increase of 2% would result in roughly a 2% increase in program demands. These program impacts can be offset by rail garrison program related revenues. These community based programs are funded through annual local and state budgets and funding could significantly lag behind revenues.

22 20. The Wyoming Game and Fish Department had several comments which are included in the attached letter. The WGFD has been working with F.E. Warren on several issues dealing with such topics as habitat and recreational enhancement. Their comments have combined their mitigation recommendations for the rail garrison program with those of other on-going activities. It is their belief that more effective mitigation can be accomplished in this manner. As an example, the WGFD recommends mitigation for 200 acres of habitat. This includes the 102.4 acres permanently lost from rail garrison activities plus additional acreage for other on-going activities. The public access comments under number 6 refers to assisting in the obtaining of access across private lands to public lands currently not accessible. With respect to number 7, the rail garrison facility would be fenced with only one access. It is possible that wildlife such as antelope could be trapped within the enclosed area as fencing is completed. The WGFD would help relocate such animals but request mitigation measures to address the time and expense of these activities.

Lt. Col. Thomas Bartol
August 31, 1988
Page Six

23 21. The mitigation plan for the rail garrison program must address such issues as payment of local sales and use taxes and methods of contracting. The ability of the local entities to absorb program related impact is directly related to program derived revenue. If local taxes are not paid, there is no revenue stream for this impact assistance. Also, various options for contracting could also affect the impacts presented in the DEIS. Without assurance on how these will be implemented, questions remain regarding the level of impact. The mitigation plan should also address a monitoring program that will assess local impacts during construction and implementation to ensure that impacts are being adequately addressed and mitigation measures are adequate. The mitigation plan needs to address how cost impacts will be mitigated that are not offset by rail garrison related program income. An example of this is the School Foundation Program which could incur additional costs of \$4,088,378 between 1989 and 1995. These costs are not offset by project related sales and use taxes. The EIS is intended to address program impacts, assess those impacts and to develop mitigation measures to reduce adverse program impacts. The mitigation plan must address these issues or there is no assurance that the adverse program impacts can be adequately mitigated. Since program related adverse impacts affect all Wyoming residents, including defense employees, it is assumed that a thorough mitigation plan is of mutual interest.

24 22. The impacts of the cumulative assessment have not been addressed here. A separate EIS would be completed to address any small ICBM deployment. The impacts of such a deployment would be more significant than the rail garrison, but we will evaluate those impacts at the time information on the small ICBM deployment is available.

I appreciate your assistance to date in answering the questions of the local and state representatives. We look forward to working with you between now and the FEIS to provide whatever additional data that you may need. We share your desire to have a FEIS that is a complete assessment of the proposed program from which competent decisions can be made. Thank you for your help, and we look forward to hearing from you on these issues.

Sincerely,
Alan Edwards
Alan Edwards
Natural Resource Analyst

AE:sj
Enclosures



THE STATE OF WYOMING

Game and Fish Department

BILL MORRIS
DIRECTOR

August 11, 1988

EIS 5411
United States Air Force
Peacekeeper Rail Garrison
Program
Draft Environmental Impact
Statement
SIN: 88-010
Statewide

Mr. G. Alan Edwards
State Planning Coordinator Office
Berschler Building
Cheyenne, WY 82002

Dear Mr. Edwards:

The staff of the Wyoming Game and Fish Department has reviewed the draft environmental impact statement for Peacekeeper Rail Garrison Program. We offer the following recommendations for your consideration.

According to the information contained in this document, potential impacts to aquatic resources should be insignificant.

The EIS contains a very limited and what we consider to be incomplete analysis of the environmental consequences of the proposed action. The proposed action to deploy 50 Peacekeeper Missiles on 25 trains at F.E. Warren Air Force Base and other military bases will cause some direct loss of habitat in southeast Wyoming. It will result in a temporary construction work force and an increase in military personnel at the base. The total projected population increase for the Cheyenne area as a result of the project is 295 people in 1989, 1,475 in 1992, and 1,102 from the year 1995 to 2000.

If the Small ICBM program is developed concurrently with the Peacekeeper Rail Garrison Project, an additional 220 people will immigrate to the Cheyenne area in 1992. The local population will continue to grow. The DEIS indicates an additional 6,088 people will reside in the Cheyenne area in 1999 as a result of the Small ICBM program.

Headquarters: 6600 Bishop Boulevard, Cheyenne, Wyoming 82009

Mr. Edwards
August 11, 1988
Page 2 - EIS5411

Only minimal habitat disturbance will occur as a result of the development of support facilities, because the Small ICBM program will utilize existing missile silos.

25 The Peacekeeper Rail Garrison will have some local impact on wildlife habitat. No crucial wildlife habitat will be directly affected by this proposal. The most significant adverse impacts to wildlife could result from the secondary impacts from this project. Indirectly, the short and long term impacts to the area from the construction work force and the additional Air Force personnel needed to man the facilities could have an impact on local terrestrial wildlife populations and their habitat.

The increased human population in the Cheyenne area will lead to increased residential and road development, urban and suburban sprawl, a greater need for water, increased power line corridors, increased demands for recreational activity and access to the wildlife resources in Wyoming and increased wildlife law enforcement problems. These impacts will be greatest within 100 miles of Warren Air Force Base, but will result in an increased demand on the recreational and wildlife resources in the entire state.

The Peacekeeper Rail Garrison could be housed on the present facility (north site) or on a site in Section 15, T13N, R67W, about 2 miles south of F.E. Warren AFB (south site). The DEIS judges the impact on biological resources to be low and not significant, we disagree.

ENVIRONMENTAL IMPACTS

North Site

The north site lies in deer hunt Area 60 and antelope hunt Area 104 and upland game Management Area 29. The air base provides yearlong habitat for mule deer, white-tailed deer, and antelope. The Iron Mountain mule deer, Southeast Wyoming white-tailed deer, and Iron Mountain antelope herds are affected by this proposal.

26 The development of this project will permanently affect 102.4 acres and temporarily disturb 206.7 acres. About 0.2 acres of wetland would be disturbed. If security fences are constructed around portions of this facility, the amount of habitat lost to big game use could increase. Increased mortality of deer and antelope is anticipated as a result of collisions with vehicles, fence entrapment, and other accidents. The destruction of up to 309.1 acres of habitat will reduce the available winter range for the considerable number of mule deer, white-tailed deer, and antelope that utilize the air base.

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Mr. Edwards
August 11, 1988
Page 3 - E183411

South Site

The south site is primarily a grassland used for livestock grazing. It is yearling antelope habitat. A few mule deer and white-tailed deer may use the area. The south site lies in antelope hunt Area 37, deer hunt Area 41, and upland game Management Area 29. The Sheep Mountain mule deer, Cantamial antelope, and Southeast Wyoming white-tailed deer herds will be affected by the project if it is developed on the south site.

The project would permanently disturb 92.4 acres and temporarily disturb 195.3 acres of grassland habitat. A 0.2 acre wetland and intermittent stream would be affected, as well as 2.4 acres of ponds and 0.5 acres of reservoir. Construction of security fences around the facility could possibly deny wildlife access to vital water sources and result in greater habitat losses for big game by restricting access to their former range. Increased losses of big game are anticipated as a result of collisions with vehicles, fence entrapment, and other accidents. Fencing at this site may funnel antelope moving west between the site and Interstate 80. Fence construction could result in increased winter mortality if antelope are trapped in fence corners as they move to the east during winter blizzards.

Impacts to Listed, Federal Candidate, and State-Sensitive Species

Construction of the project at either site could destroy nesting habitat for burrowing owls, nest trees or sites for Swainson's and ferruginous hawks, and dens of northern swift fox. All four of these species may occur on one or both sites as part of a breeding population in the local area. Table 4.2.6-1 lists the northern swift fox as a Federally Listed Endangered Species. This is incorrect; it is a candidate threatened species. A swift fox den has been documented in an area adjacent to the south site (Section 12, T13N, R68W).

Summary

The DEIS indicates short and long term direct and indirect impacts to biological resources would be low and non-significant. However, local impacts to deer and antelope populations could be significant, and valuable habitat features could be lost. Construction of either site could result in loss of habitat for the northern swift fox.

If the Small ICM program is developed concurrently with the Peacekeeper Ball Garrison program, the indirect impacts on biological resources in the Region of Influence (ROI) from the increased human population in the Cheyenne area could be significant (i.e., 6,000 additional people in Cheyenne will significantly increase competition for the consumptive uses of wildlife in

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Mr. Edwards
August 11, 1988
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southeast Wyoming, compound-already severe access problems to limited public lands in Laramie, Albany, Platte and Goshute counties, increase access problems on private land in these same counties, and increase competition for quality nonconsumptive wildlife use in southeast Wyoming, as well as increase habitat loss from development in the Cheyenne area).

Possible Mitigation Measures

We suggest the following actions to mitigate losses of wildlife habitat.

- 29 1. Replace all wetlands, ponds and reservoirs in kind on or adjacent to the project area.
- 30 2. The Department's mitigation policy lists non-critical seasonal habitat as having moderate value with a mitigation objective of no net loss of habitat value while minimizing loss of in-kind habitat value. In keeping with this objective we recommend the air force mitigate the permanent loss of 200 acres of wildlife habitat in a manner mutually agreed upon by WCFD and USAF. The disruption of big game daily and seasonal movements is likely from this project. Additional mitigation measures might be needed if big game distribution problems result from this project.
- 31 3. Mitigate loss of habitat features such as nest trees or raptor nests, water resources, and small wetlands by the replacement of these habitat features on nearby sites.
- 32 4. All range fences constructed as a result of this project should be 3-strand fences, 45 inches high. If 4-strand fences are built, the bottom wire should be smooth and 16 inches above the ground and the fence should be 45 inches high.
- 33 5. The proposed sites should be inventoried for raptor nest sites and swift fox dens. If any are located, mitigation measures should be developed in consultation with the WCFD and U.S. Fish and Wildlife Service.
- 34 6. Based on the WCFD review of the MX Missile Program (EIS 233.1), USAF should be required to provide additional access to land for recreation, including hunting, fishing, and nonconsumptive uses of wildlife. The USAF did not concur with this position regarding the MX Missile Program. However, we believe this proposal is legitimate and reiterate it. If only the Peacekeeper Ball Garrison Project is developed, the USAF should acquire public access to about 50 square miles of land. If the Small ICM Program is developed concurrently, the USAF should acquire public access to 150-200 square miles of land to offset the increased demands for recreation on

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Mr. Edwards
August 11, 1988
Page 5 - E183411

public lands that are already at capacity and on private lands where access is becoming more restricted.

7. The USAF should reimburse the WCFD for the cost of removing any big game animals trapped within security fences constructed as a result of this project.

Thank you for the opportunity to comment.

Sincerely,

Francis Petera
FRANCIS PETERA
ASSISTANT DIRECTOR
OPERATIONS

FP:BCY:as
cc: Game Div.
Fish Div.
USFWS-Cheyenne

DOCUMENT 488

USFWS 1988-89 Foundation Program data 8/11/88

Constraints: CRU Value \$75,050
State Percent 69.61 %
Cheyenne Elem ADM 5666.508
Cheyenne Secondary ADM 2811.611
Division: 23

Cost to Foundation Program

1989	\$ 86,403
1990	\$ 202,125
1991	\$ 286,183
1992	\$ 933,518
1993	\$ 923,973
1994	\$ 844,915
1995	\$ 804,061

Table 4.2.1-1 Draft EIS

DOCUMENT 488



THE STATE OF WYOMING

MIKE SULLIVAN
GOVERNOR

Water Development Commission

HERSCHLER BUILDING

TELEPHONE 367-777-7635

CHEYENNE, WYOMING 82002

Michael E. Purcell
AdministratorBarry Z. Churchill
William L. Glavin
Morton Goodman
Paul Hedley
Wayne Henry
J.W. Myers
Linda Peterson
Mark Reamer
Kathleen Sun

MEMORANDUM

TO: Alan Edwards, SPC

FROM: John W. Jackson, Deputy Administrator - Planning

SUBJECT: Comments on the Peacekeeper Rail Garrison Program Draft EIS

DATE: August 30, 1988

31

In reviewing the document, I found that the water resources were fairly well covered. I did notice a potential problem with the South Site. They indicate that the Swan Reservoir will be abandoned but they do not appear to address the water supply for the irrigated lands supplied from Swan Reservoir.

JWJ/vab

DOCUMENT 488



THE STATE OF WYOMING

MIKE SULLIVAN
GOVERNORGORDON W. FASSETT
STATE ENGINEER

State Engineer's Office

HERSCHLER BUILDING

CHEYENNE, WYOMING 82002

MEMORANDUM

August 2, 1988

TO: Alan Edwards, State Planning Coordinator's Office

FROM: Gordon W. Fassett, State Engineer

SUBJECT: Review of Draft Environmental Impact Statement, Peacekeeper Rail Garrison Program, June, 1988, State Identifier No. 88-010.

32

My staff and I have reviewed the subject document in its entirety, with special emphasis being placed on those items contained in the document related to water resources. Based upon the information contained within the document and our knowledge of both the physical properties and legal availability of water within the region of influence, it does not appear that the proposed action will produce a significant impact on the water resources of the area.

Thank you for the opportunity to review the subject document. If you have any questions relative to the water resources of the area, please feel free to contact Dick Stockdale or me.

DOCUMENT 488



THE STATE OF WYOMING

MIKE SULLIVAN
GOVERNOR

WYOMING RECREATION COMMISSION

122 WEST 28TH HERSCHEL BLDG

R.D. "BANK" MARFIELD
CHEYENNE, WYOMING 82002

CHEYENNE, WYOMING 82002

July 11, 1988

Wyoming State Clearinghouse
Attn: Mr. Alan Edwards
State Planning Coordinator's Office
Herschler Building, 2nd Floor East
Cheyenne, Wyoming 82002

RE: 88-010

Dear Mr. Edwards:

Please refer to the Regional Recreation Monitoring Program report completed in March 1987, which was prepared by the University of Wyoming, Dept. of Geography & Recreation. This report measured the resource recreation effects of deployment of the Peacekeeper Missile System. It was contracted by the Office of Industrial Siting Administration (ISA) on behalf of the Wyoming Recreation Commission and the Wyoming Game and Fish Department.

33

The conclusion of this report stated that the Peacekeeper population has little impact on the recreation resources of this area of influence. It is anticipated that the Rail Garrison will also have little impact on the recreation resources.

Sincerely,

David Hartman
Larry Hartman, Section Head
Planning & Development Section
State Parks Division

LN:lb

DOCUMENT 488



THE STATE OF WYOMING

Field Office of the Division of Public Assistance
and Social Services

700 WEST 21ST STREET

CHEYENNE, WYOMING 82002-0710

(307) 777-7921

July 25, 1988

Wayne A. Milton
Budget & Fiscal Administrator
Department of Health
and Social Services
Bathway Building
Cheyenne, WY 82002

Dear Mr. Milton:

Please find attached comments from the Cheyenne Field Office of the Division of Public Assistance and Social Services regarding the Peacekeeper-Rail Garrison Program. As you will note, our comments relate directly to the impact this program would have on our agency.

If you have any questions, please let me know.

Thank you.

Sincerely,

Stanley E. Frank
Stanley E. Frank
Field Office Manager

SRF/jc
Attachment



*Field Office of the Division of Public Assistance
and Social Services*

700 WEST 21ST STREET

CHEYENNE, WYOMING 82002-0710

(307) 777-7921

July 25, 1988

The Division of Public Assistance and Social Services serves the Laramie County area through their Cheyenne Field Office. The field office directs its efforts in providing financial, medical and food services to eligible residents of Laramie County. In addition, the agency provides a number of services to abused and neglected children and their families. In any given month, the agency will serve: 950 households under the Aid To Families With Dependent Children Program; 1,000 households under the Food Stamp Program; 255 households under the General Assistance Program; 164 households under the Emergency Assistance Program; and 1,500 children and their families under our Social Services Program. The monthly costs associated with serving these clients are: Aid To Families With Dependent Children \$305,000.00; Food Stamps \$250,000.00; General Assistance \$27,000.00; Emergency Assistance \$10,000.00; and Social Services \$117,000.00.

The projected impact of the Peacekeeper-Rail Garrison and the small ICRM programs would mean increases in all of the areas mentioned. The projection is to have the Cheyenne area population increase by over 7,000 persons in 1999. A conservative estimate using this figure would be that 300 additional persons would be receiving some kind of public aid. In addition, with the projected increase in students, more children will be placed in the agency's care for services and placement. Consequently, with these projected increases, additional staff will be needed to meet the demand. At a minimum, we would need an additional social worker, two public assistance workers and one clerical support staff. The costs associated with these increases is estimated to be, on a monthly basis, \$126,000.00 in program costs and \$7,000.00 in staff costs.

Some of this impact could be alleviated by limiting the number of job seekers into the Cheyenne area and using existing population to meet most of the labor demands.

In the last analysis; however, additional state staff and resources will be necessary to meet the demand created by these projects.

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*Department of Health and Social Services
Division of Community Programs*

NATHANAY BUILDING • CHEYENNE, WYOMING 82002-0710 • (307) 777-7118

August 9, 1988

MEMORANDUM

882-175

TO: Wayne Milton

FROM: Steve Zimmerman

RE: Peacekeeper Rail Garrison Program Draft

Thank you for a chance to review the draft Environmental Impact Statement for the Peacekeeper Rail Garrison Program. I asked Dr. Kasakow to review its soundness and he indicates that the time span will cover about 20 years in total and during the construction phase this will see a 7.5% increase in population in Cheyenne and during operation this may move to 13%.

It is my assumption that impact on the Division of Community Programs agencies would be in line with the same percentages so that the Laramie County programs need to increase by like percentages simply to stay even.

Dr. Kasakow questions whether the "accident scenario" has been properly addressed, for example, collision of the rail train with a commercial train carrying dangerous materials. This would involve environmental and public health areas to a greater extent than is explored in the document.

Because of the Wyoming economy, there is currently housing available. There is some question that this available housing will be filled during natural rebound of the economy. It is assumed in this statement that this "gap" will be filled by military or construction personnel. This may be in error which would change the linear percentages of 7.5 and 13 somewhat upward.

Thank you for a chance to comment.

mlb

35

36

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Department of Health and Social Services

Division of Health and Medical Services

NATHANAY BUILDING

CHEYENNE, WYOMING 82002-0710

MEMORANDUM

TO: Wayne A. Milton

FROM: R. Larry Neill, M.D., Administrator
Division of Health and Medical Services

DATE: August 18, 1988

SUBJECT: Review of Peacekeeper Rail Garrison Program Draft

REFERENCE NO: H-88-768

Based on the proposals indicated in the draft Environmental Impact Statement, the Division does not feel this will provide or cause any degradation of health to the immediate community. Population increase based on the figures presented by the U.S. Air Force would be minimal to the community. Water, wastewater, solid waste and air pollution are covered by the Wyoming Department of Environmental Quality. With this in mind it is not felt that any environmental health impacts addressable by the Department of Health and Social Services will be indicated.

RLM:BNH:k

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Department of Environmental Quality

Herschler Building • 122 West 26th Street • Cheyenne, Wyoming 82002

Administration (307) 777-7837	Air Quality Division (307) 777-7281	Land Quality Division (307) 777-7766	Solid Waste Management Program (307) 777-7762	Water Quality Division (307) 777-7761
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MEMORANDUM

TO: Lt. Col. Peter Walsh, AFCE-HMS/DEV
Morton Air Force Base, CaliforniaFROM: Randolph Wood, Director
Department of Environmental Quality

DATE: August 12, 1988

SUBJECT: Review and comments on DEIS for the Peacekeeper Rail Garrison Program

Beth Pratt reviewed the above referenced document and provided the following comments:

- 1) Permits to Construct must be obtained for certain types of sediment control structures.
- 2) Permits to Construct will be required for water and sewer line extensions to serve the facilities.
- 3) Statements regarding erosion and water quality are confusing, if not contradictory. Terms such as "minor" and "short-term impact" are used to describe water quality, while page 2-8 indicates that impacts from soil erosion would be significant. There is concern regarding leaving 102.4 acres barren of vegetation during the life of the project. Additional information should be provided to substantiate statements regarding erosion and water quality and to quantify any impacts. Mitigation and control measures should be identified.

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00057
INITIAL YEAR
MITIGATION AGREEMENT
BETWEEN
THE INTERGOVERNMENTAL EXECUTIVE
IMPACT COUNCIL
AND THE
DEPARTMENT OF DEFENSE

Whereas, the Department of Defense (DOD) intends to locate one hundred Peacekeeper missiles in Wyoming and Nebraska near F.E. Warren Air Force Base;

Whereas, the impacts associated with the construction of the necessary facilities for these Peacekeeper missiles have been analyzed in the Final Environmental Impact Statement and the Wyoming/Nebraska Socioeconomic Impact Study;

Whereas, the Office of Economic Adjustment has analyzed the economic effects of construction on local governments in a Fiscal Impact Analysis;

Whereas, the parties agree that without appropriate mitigation, construction of the project could in some situations cause imposition of an increased excessive tax burden or an unusual increase in the debt limit of the taxing or borrowing authority of local government;

Whereas, the Agreement between the Intergovernmental Executive Impact Council and the Department of Defense requires the parties to enter into an Initial Year Mitigation Agreement;

Whereas, the Initial Year Mitigation Agreement shall set out those initial mitigation measures that DOD agrees to implement within its existing authority, and those measures and funding that are beyond DOD authority, but which DOD agrees to support;

Whereas, the parties acknowledge that timely impact mitigation assistance identified in this Agreement is essential and mutually beneficial;

NOW, THEREFORE, the parties to this Agreement agree as follows:

1. The following measures shall be undertaken by DOD within its existing authority to mitigate adverse impacts resulting from DOD's activities in connection with the construction and operation of the Peacekeeper project.

-1-

- a. In order to maximize sales and use tax receipts to local governments in Wyoming, and to maximize State of Wyoming Impact Assistance Payments, the following measures shall be followed for all activity in Wyoming:

1. The Air Force shall require by contract provisions that all contractors and subcontractors (as defined by 20-6-601) be required to have a Wyoming sales and use tax license specific for each county in which work will be performed after a notice to Proceed has been issued but before commencement of work in the affected county. Except as otherwise provided by law, all purchases of materials shall be reported on a Wyoming license and taxes shall be remitted under the appropriate county license in which the work was performed.
2. The direct payment of tax technique, as defined by the Wyoming Department of Revenue and Taxation, shall be used by the Air Force's contractors and subcontractors to maximize local receipts of sales and use taxes.
3. The Air Force's contractors and subcontractors shall report their Peacekeeper project-related sales and use tax payments by license number to the Department of Revenue and Taxation as part of the monitoring process and shall provide written permission authorizing the Wyoming Department of Revenue and Taxation to release gross county tax payment information related to the proposed project to the PIG.
4. The Air Force shall notify the Industrial Siting Administration when construction commences on the facility and when it is 90 percent complete.
5. These measures are adopted to enhance the ability of local governments to benefit from the collection, distribution, and monitoring of tax payments lawfully due. The United States, and its contractors and subcontractors, shall not under the terms of this agreement be required to pay an amount of tax which is greater than that which would have been due in the

-2-

absence of this agreement under the laws of the United States, the State of Wyoming, and its local governments.

6. It is understood by all parties that because there is no construction planned for FY85 in Nebraska that there will be no tax implications for Nebraska in this agreement. The Final Mitigation Agreement will include specific provisions that address Nebraska excise tax issues.
8. The States of Wyoming and Nebraska with the full cooperation of the DOD shall implement a program that encourages all contractors and subcontractors to take delivery of materials and services in the area of use so as to maximize project revenues applicable to mitigation.
- C. In order to reduce impacts to the local communities caused by migration, DOD shall take the following actions:
 1. Each construction contractor or subcontractor shall recruit workers to the maximum extent possible from the local labor pool in preference to recruiting outside the local area.
 2. DOD shall provide local institutions information and assistance on required job skills, manpower requirements, and training program requirements for the Peacekeeper project, with particular emphasis on assembly and check out.
- D. DOD agrees to support the following actions consistent with operational requirements:
 1. Defense Access Roads to be used for the transport of the first twenty (20) missiles shall be upgraded and constructed in accordance with the affected counties option preference.
 2. The Randsall/Interstate-25 interchange shall either be included in the Defense Access Road system request or DOD agrees to seek other sources of funding as deemed appropriate by DOD.
- E. All contracts including road contracts for DOD roads shall include specific provisions requiring contractors to be responsible for the repair of all road damage resulting from construction activities. This will ensure that contractor caused damage to defense access

-3-

roads and ancillary haulage routes is corrected. Contractor causes damage is beyond routine jurisdictional maintenance. Correction of deterioration of roads caused by excess use during construction, not covered by contractual provisions, will be funded through the extraordinary maintenance provisions of Federal Highway Statutes.

- F. DOD shall provide Environmental Awareness Training for all contractor personnel. DOD will include Environmental Awareness Training as a part of basic orientation for all permanent DOD employees. The Environmental Awareness Training shall be coordinated with the Wyoming Game and Fish Department and the Nebraska Game and Parks Commission.
- G. DOD shall continue to take corrective actions to eliminate the problem of surcharging sewer lines where the sewer system for F.E. Warren AFB interconnects with the City of Cheyenne sewer system.
- H. To verify conclusions from the Final Environmental Impact Statement, the Wyoming/Nebraska Socioeconomic Study, and the Fiscal Impact Analysis, DOD shall develop and implement with the state and local jurisdictions a socioeconomic monitoring program. Development of the monitoring program shall be reviewed by the Peacekeeper Working Group. The program shall be jointly approved by the Intergovernmental Executive Impact Council and DOD. The monitoring program shall be operational by commencement of construction, but in no case later than September 1, 1984. Further, DOD will provide technical assistance to the PIG in analyzing information gathered in the monitoring program.
- I. The following measures are beyond existing DOD authority. DOD agrees to support funding requests for these measures before other federal agencies or Congress. Justification for these requests is derived from the Final Environmental Impact Statement, from the Wyoming/Nebraska Socioeconomic Impact Study, from the Fiscal Impact Analysis, from Section 2301 grant studies, and from preliminary results of the Comprehensive Community Planning Grant (Section 801) studies.

-4-

- A. The Peacekeeper project's responsibility for capital facilities cost to Laramie County School District No. 1 is estimated as a maximum of \$6.84 million (in 1982 dollars). These net capital facility needs should be funded through a grant under the provisions of Section 802 of the Military Construction Authorization Act, 1981 (10 U.S.C. 129 note) as amended.
- B. The parties agree that the Peacekeeper deployment will place an additional demand on Cheyenne's municipal water system. The additional demand is projected as 2,500 acre-feet for the construction period, 1984 through 1989, with a peak year demand of 570 acre-feet in 1987. The parties further agree that the Peacekeeper demand exacerbates the unfavorable condition created by the construction of Stage II facilities, and, coupled with the possibility of drought, reduces the assurance Cheyenne has in a reliable water supply. The parties recognize the responsibility of the Cheyenne Board of Public Utilities to administer the supply of water to Cheyenne's water users, and the Board's decision to provide for the Peacekeeper additional demand from the municipal wellfield. In light of all the above, DOD agrees to support a request for funding to meet Peacekeeper's additional water demand while developing an acceptable level of assurance of a reliable water supply in light of ongoing studies.
- III. DOD shall provide technical assistance for the mitigation measures identified in this agreement. Such technical assistance shall include, but not be limited to, identification of appropriate funding sources, preparation of funding requests, evaluation of funding alternatives, and technical assistance in presenting funding requests.
- IV. The parties agree that this agreement is the Initial Year Mitigation Agreement, and shall not limit additional mitigation measures that are required as a result of the Final Mitigation Agreement. The parties further agree that pending execution of the final agreement, the DOD shall continue to work with the states and the local entities to secure grants and technical assistance envisioned in the May, 1983, agreement.

-5-

V. This agreement shall be effective when last signed by the parties hereto.

[Signature]
Governor of Wyoming, and as Chairman of the
Intergovernmental Executive Impact Council

[Signature]
Secretary of Defense
(Deputy)

4/26/84
Date

4/27/84
Date

1 MAY 1984
Date



THE SECRETARY OF DEFENSE
WASHINGTON, THE DISTRICT OF COLUMBIA

000793

1 OCT 1986

RECEIVED

OCT 10 1986

- U.S.A. -

Honorable Ed Herschler
Governor of Wyoming
Cheyenne, Wyoming 82002

Dear Governor Herschler:

Please find enclosed a signed copy of the April 16, 1986 Mitigation Agreement by and between the Intergovernmental Executive Impact Council and the Department of Defense as modified in accordance with your letter of June 24, 1986. I concur that the agreement does satisfy our mutual concerns. I also agree that we should either modify this agreement or develop a separate one in the event of any Peacekeeper deployments in Nebraska.

Thank you again for your continuing good support on this vital national security program.

Sincerely,

[Signature]

Attache
cc: Governor Robert Kerrey

MITIGATION AGREEMENT
BETWEEN
THE INTERGOVERNMENTAL EXECUTIVE
IMPACT COUNCIL
and the
DEPARTMENT OF DEFENSE

Whereas, the Department of Defense (DOD) intends to locate fifty (50) Peacekeeper missiles in Wyoming near F.E. Warren Air Force Base;

Whereas, the impacts associated with the construction of the necessary facilities for these Peacekeeper missiles have been analyzed in the Final Environmental Impact Statement and the Wyoming/Nebraska Socioeconomic Impact Study;

Whereas, the Office of Economic Adjustment has analyzed the economic effects of construction on local governments in a Fiscal Impact Analysis;

Whereas, the States of Wyoming and Nebraska have conducted and Wyoming is in the process of conducting additional studies to further define these impact assessments;

Whereas, the parties agree that without appropriate mitigation, construction of the project would cause imposition of an increased excessive tax burden; an unusual increase in the debt limit of the taxing or borrowing authority of local government; a decrease in services provided; or other moderate to high, significant, adverse impacts;

Whereas, the Agreement between the Intergovernmental Executive Impact Council and the Department of Defense requires the parties to enter into Mitigation Agreement;

Whereas, the Mitigation Agreement shall set out those mitigation measures that DOD agrees to implement within its existing authority, and those measures and funding that are beyond DOD authority, but which DOD agrees to support;

DOCUMENT 488

Whereas, the parties agree that the Initial Mitigation Agreement, dated May 7, 1986, is hereby incorporated into this Mitigation Agreement, dated April 16, 1988.

Whereas, the parties acknowledge that timely impact mitigation assistance identified in this Agreement is essential and mutually beneficial; and is necessary if local governments are to be capable of coping with the projected impacts.

NOW, THEREFORE, the parties to this Agreement agree as follows:

I. MEASURES WITHIN DOD AUTHORITY

The following measures shall be undertaken by DOD within its existing authority to mitigate impacts resulting from DOD's activities in connection with the construction, deployment, and operation of the Peacekeeper missile.

A. Human Services and Health Care

In order to reduce impacts on local civilian health and human service agencies, DOD shall:

Provide adequate care to active and retired military personnel and their dependents.

B. Unauthorized Residence

DOD shall encourage its contractors through the Environmental Awareness Training Program to prevent project employees from establishing temporary residence in unauthorized locations, including unauthorized camping on private or public lands and extended camping for the purpose of residency in developed recreation areas.

C. Peacekeeper Monitoring Program

To verify conclusions from the Final Environmental Impact Statement, the Wyoming/Nebraska Socioeconomic Impact Study, and the Fiscal Impact Analysis, DOD has implemented the Peacekeeper Monitoring Program and has provided training and funding

2

DOCUMENT 488

available to the IEIC to assume responsibilities for monitoring. DOD contributions to funding IEIC monitoring will continue on through FY 1988. DOD representatives will continue to assist the IEIC in collecting the data and reviewing monitoring reports throughout the life of the monitoring program as established by the IEIC.

D. Civil Demonstrations

F.E. Warren AFB shall cooperate with local law enforcement agencies to develop and implement a program to deal with civil demonstrations against the project.

E. Schools

DOD will furnish information on project-related employees to assist the local area schools to ensure that qualified dependents are included in the PL EI-874 program.

F. Taxes

1. The terms and conditions regarding compliance with the existing tax laws of the State of Wyoming contained in Paragraph 1A of the Initial Year Mitigation Agreement are incorporated herein by reference.

2. The DOD or the United States Air Force shall not authorize any contractor or subcontractor as their purchasing agent to claim any exemptions from payment of State and local sales taxes, use taxes, or personal property taxes afforded the DOD or Air Force under the laws of the United States and Wyoming.

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DOCUMENT 488

G. Transportation

Increased traffic on the Cheyenne roadway system will have an overall moderate, significant impact because it will reduce the level of service below minimum desirable design standards (FEIS, p.3.1.9-9). To reduce these impacts, DOD shall provide project-related employees incentives for using high occupancy vehicles such as van pools or car pools and shall schedule work hours for project-related employees to avoid normal current traffic peak hours (FEIS p.3.1.9-21). F.E. Warren AFB shall make specific gate assignments to project-related employees to reduce to the maximum extent possible project-related traffic impacts.

II. MEASURES BEYOND DOD AUTHORITY

DOD agrees to support funding requests for the following measures before other federal agencies or Congress, or will assist local jurisdictions in obtaining support elsewhere.

A. Schools

The Peacekeeper Project's responsibility to Laramie County School District No. 1 is to support requests for financial assistance through a grant to meet the net operating needs of the School District. The actual amount of the grant shall be based on the demonstrated need for project-related financial assistance each year. Said grant shall include compensation for the net increase in students due to the Peacekeeper Project who enrolled after the audit program for the State Foundation Program, with this amount based upon the Foundation funding formula.

B. Human Services

The Peacekeeper Project may create a demand for additional funding for a variety of human services. DOD agrees to support appropriate funding requests for meeting project-related human services demand, including funding for staffing, and capital facilities and construction operations. Such requests for funds shall be based on the determination of actual financial needs each year.

4

DOCUMENT 488

C. Law Enforcement on Federal Lands

Peacekeeper project impacts on law enforcement in Laramie County are projected to be moderate and significant in the short term (FEIS p.3.1.6-10). These impacts are intensified by moderate and significant impacts to regional recreation facilities creating a potential hazard to public safety (FEIS p.3.1.11-8).

To mitigate these law enforcement needs, DOD shall enter into a cooperative agreement with the U.S. Marshall, U.S. Forest Service, and the Bureau of Land Management to ensure that there is adequate law enforcement for project effects on Federal lands in the area, particularly with respect to the Medicine Bow National Forest Pole Mountain Unit.

D. Game and Fish Law Enforcement

The Peacekeeper project creates a demand for an additional part-time Game and Fish law enforcement officer from fiscal year 1986 through fiscal year 1988. This requirement is based upon projected in-migration to the area of approximately 3,000 people in each of these years (FEIS p.3.1.11-8) and the Wyoming standard of providing one Game and Fish law enforcement officer for every 6,300 people. DOD will support a request for transfer to the Wyoming Game and Fish Department of a Federal game and fish enforcement officer under the provisions of the Intergovernmental Personnel Act (P.L. 91-648).

E. Outdoor Recreation

Peacekeeper project impacts to regional recreation facilities are predicted to be moderate and significant (FEIS p.3.1.11-8). Curt Gowdy State Park is expected to receive a significant portion of the project impact due to its proximity to Cheyenne (FEIS p.3.1.11-4).

Increased fishing pressure on perennial streams in the area due to the Project may be significant (FEIS p.3.2.2-13). Impacts from

5

Increased fishing pressures in the Wyoming portion of the region of influence are estimated at 14,000 fisherman days during the peak year 1987 (Biological Resources FEPTA, p3-5.3). This demand represents an increase of 8 percent over the present supply within a 100-mile radius of Cheyenne. (A Strategic Plan for the Comprehensive Management of Wildlife in Wyoming, 1984-1989.)

Project impacts to hunting recreation for big game are significant due to increased hunting pressure due to population increases. In areas where concentrated recreation pressures occur, the impacts to big game are significant, moderate impacts (FEIS p3.2.2-8). To mitigate these impacts, DOD shall initiate a conservation area on Air Force fee title land for riparian/wetland habitats, shall develop a management plan for protection of rare plant species and sensitive habitat on F.E. Warren AFB, and shall increase productivity on selected areas of wildlife habitat on F.E. Warren AFB through promotion of range improvement programs (FEIS p3.2.2-25). In cooperation with the U.S. Forest Service and the U.S. Bureau of Land Management, the Wyoming Game and Fish Department, the Wyoming Recreation Commission, and the City of Cheyenne shall explore ways to meet the demand for outdoor recreation activity due to the project.

F. Traffic

Road traffic demand on the Cheyenne roadway system under the Proposed Action will have an overall moderate, significant impact because it will reduce level of service below minimum desirable design standards. In particular, level of service decreases will occur at the intersections of Yellowstone Road with Prairie Avenue and Central Avenue; at various intersections on 19th Street and 20th Street between Pershing Boulevard and Missile Drive; at various intersections on Pershing Boulevard between Converse Avenue and Randall Avenue; at the intersections of 16th Street with Ames Avenue and Missile Drive; at the intersections of 24th Street with Central Avenue and Carey Avenue; and at the

intersection of Snyder Avenue with Randall Avenue. Level of service reductions at some of these intersections have moderate or high impacts. Impacts are significant since the level of service is reduced below minimum desirable design standards (FEIS p3.1.9-9).

To mitigate these impacts, it is necessary to improve traffic signalization and make related geometric improvements at the intersections of Yellowstone Road and Central Avenue; at the intersections of 19th Street and 20th with Happy Jack Road and Missile Drive; at various intersections on Pershing Boulevard between Converse Avenue and Randall Avenue, as identified in the Community Impact Planning Report Transportation, Volume II--Cheyenne Impact Corridor Plan; and at the intersections of 16th Street (West Lincolnway) with Ames Avenue and Missile Drive as detailed in the Transportation FEPTA (FEIS p3.1.9-22). DOD agrees to support requests for funding for these improvements.

G. Local Recreation

Local recreation impacts in Cheyenne are high and significant. Demand for developed park land due to the project will exceed the supply by 15.8 acres (FEIS p3.1.11-5). The City of Cheyenne Parks Master Plan identifies the following needs within the City of Cheyenne:

Development of a neighborhood park near Anderson School to alleviate pressure created by more than 400 persons expected to locate in the Frontier Mall neighborhood;

Completion of Sunnyside Park and its developed facilities to alleviate the pressure created by more than 350 persons expected to locate in the Ullidene neighborhood;

Expansion of Sun Valley Community Park to at least 30 acres and provision of developed facilities to alleviate the pressure created by more than 300 persons expected to locate in the Grandview neighborhood; and

Development of a joint venture community/neighborhood park to serve the neighborhoods of Orchard Valley and Waterford to alleviate pressures created by the more than 800 persons expected to locate in these neighborhoods (FEIS p3.1.11-11).

DOD agrees to support funding requests to meet developed park land needs stemming from the project. The most appropriate use of funds obtained shall be determined by the City.

H. Fire Protection

With population increases expected to occur in Laramie County Fire District No. 1 as a result of the proposed action, additional fire fighters, an additional pumper-tanker fire truck, and garage space will be required to prevent degradation of service levels (FEIS 3.1.6-14). DOD agrees to support the appropriate funding requests for the demonstrated project-related capital needs and operating expenses.

I. Emergency Medical Services

The project-related population will increase demands for emergency medical services. The primary concerns are injuries at the missile construction site and accidents on primary and secondary roads due to project-related traffic increases. Emergency Medical Services in the area are provided by Laramie County Fire District No. 2. DOD agrees to support funding requests for meeting demonstrated specific medical emergency needs, such as an emergency vehicle.

- III. The State of Wyoming will provide Impact Assistance Payments to Laramie County and its incorporated cities and towns as provided for in M.S. 30-6-411 (as amended) and M.S. 30-6-512 (as amended), as funds are available. The FIA estimates that the State of Wyoming may need to provide in excess of \$8.9 million to Laramie County and the City of Cheyenne in impact assistance.

It is recognized by all parties that the level of impact assistance payments identified in the FIA are merely estimates and may be in error.

It is further recognized that if the impact assistance payments do not accumulate as projected in the FIA, the resulting short fall will require additional funding requests. Therefore, the DOD or the Air Force agree to support additional funding to assure that revenues contemplated by the FIA are in fact realized.

- IV. Mitigation measures included within this agreement are based upon projected employment levels and projected impacts contained in the FEIS and projected revenues and expenditure requirements contained in the FIA. If the Peacekeeper Monitoring Program demonstrates that there will be insufficient revenue to the City of Cheyenne, Laramie County, or Laramie County School District No. 1 to match project-required expenditures; if project employment exceeds employment forecasts in the FEIS by more than 10 percent; or if there is substantial alteration of existing plans to deploy the Peacekeeper at F.E. Warren AFB; DOD agrees that modification of this agreement shall be required to achieve appropriate mitigation.

- V. If a mitigation measure included in this mitigation agreement is denied funding, the agreement will be renegotiated at the request of the IEIC. DOD will support the agreement as revised.

- VI. The parties agree that the Agreement supplements the Initial Mitigation Agreement, and that the Initial Mitigation Agreement is incorporated herein by reference and remains in effect.

VII. Termination

The parties agree to terminate this Agreement if any of the following should occur:

Conclusion of an Agreement among the parties which explicitly supersedes this Agreement;

Actual Agreement by the parties to terminate this Agreement;
or
Completion of Peacekeeper deployment at F.E. Warren AFB.

VIII. This agreement shall be effective when last signed by the parties hereto.

[Signature]
Director of Planning and is Chairman of the
Intergovernmental Executive Impact Council

4/16/86
1986

[Signature]
Secretary of Defense

1 OCT 1985
1985

Director of Environmental Planning

I am opposed to Rail Garrison
at Grand Forks or Minut
Air Force Base because of
the likelihood of derailment
and the extreme danger presented
by ignition of missiles in such an
event. Deaths and injuries to
persons in the vicinity would
result. Such a risk is un-
warranted by the MX Rail Garrison
Program.

Edwina D. Luevanos
P.O. Box 29, Douglas D. 58124
1120 University Ave, Grand Forks, ND
EDUNA D - LUEVANOS
Aug. 31, 1988

Director of Environmental Planning
AFRCE - BMS/DEV
Norton Air Force Base, California 92409-6448

The siting of Rail Garrison MX missiles at Grand Forks
and at Minut Air Force Bases is wholly inappropriate in
light of the dangers presented to area communities and
residents by such placements.

These MX missiles will be transported in times of dispersion
over ordinary rail networks. The state of repair and
maintenance of railroad tracks is such that derailment of
civilian trains is a common occurrence. Should an
MX-bearing train derail, the fuel used to power the
missiles could cause not only explosive, but toxic gas
threats to lives of those in proximity to a mishap. Persons
within 6 miles downwind of such a toxic gas cloud would
be killed outright or maimed by inhalation and general
exposure to that gas cloud.

I oppose such a risky proposal as the Rail Garrison
Program, and, in particular, oppose its inherent dangers
in this region.

[Signature]
M. P. Luevanos
1120 University Ave.
Grand Forks, ND 58201
August 31, 1988

LOCATION *Wichita Falls, TX*

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to
summarize for you the environmental consequences we have determined may occur if the
Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to
our attention matters we may have inadvertently overlooked. Our goal is a thorough
environmental analysis that will be available to public officials and citizens before a
final decision on the program is made. Please use this sheet to bring to our attention
environmental issues that you feel have not been adequately analyzed in the Draft
Environmental Impact Statement.

- 1 *Two factors need to be more fully addressed in*
- 2 *the draft EIS - rail safety and decommissioning*
Should the present rail system prove unable
to adequately handle the tremendous load of the
MX trains. America's rail system is in
very poor shape now. Putting 10,000 tons of
potentially deadly cargo on the rails increases
the chance of accident.
I agree it is hard to guess riders and
regulators 30 years into the future, but I
think we should have a plan in mind
to decommission deadly weapons. Our
country is polluted enough as it is. Let's not
add to the problem.
Thanks for the opportunity to respond
to the draft EIS.

Jim Coleman R41 *Lehman MO 65053*

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
AFRCE-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 492



August 30, 1988

Lt Col Peter Walsh
AFRCF- BMS/DEV
Norton AFB, CA 92409-6448

RE: DEIS Rail Garrison Program - Cheyenne, Wyoming

The League of Women Voters of Wyoming has chosen to respond to the DEIS on the Peacekeeper Rail Garrison Program - Warren AFB - Wyoming. The League of Women Voters supported the INF Treaty to reduce danger of nuclear conflict in Europe and remains committed to support NATO allies with conventional forces. As a result of an extensive nationwide grassroots study, the LMV-US and WY adopted a position in May of 1984 that nuclear weapons should serve only a specific function-- that of deterring attack on the U.S. until eliminated through arms control. At that time the LMV-US and WY announced public opposition to building and deploying the MX missile system. The League does not support any modernization of US land-based ICBMs that would result in weapons that are vulnerable or would increase the incentive to attack first. Our position remains the same concerning the proposed rail garrison program.

Questions from the Wyoming League of Women Voters include:

1

A Congressional Budget Office report in November 1987 said that in any credible attack scenario, even with no warning, the U.S. would have remaining about 3,700 warheads capable of returning the attack. With warning the figure jumped to 8,200 warheads. Given these figures, what is the need for an additional 500 counterforce (first strike) warheads in maintaining our deterrence?

2

The DEIS does not define adequately the criteria under which the trains would be deployed ("national need" is hardly adequate for the public or Congress to evaluate how often the system would leave the garrison therefore please address if there can be an effective analysis of the risk measurements that are based on the numbers of rail miles travelled.

3

Finally, Senator Cohen (R)ME said that a DOD briefing implied that MX rail garrison could be later turned into a continuously mobile system. Is this a possibility? Do AF contingency plans include such a plan? What would such a plan so the risk assessment section of the DEIS? Will this document serve as the EIS on the Widgegan missile system which this DEIS (June 1988) said "up to 150 single warhead missiles will be CONCURRENTLY based with the rail garrison from 1992-97. Address completely the possible double impact for Cheyenne. Thank you for your cooperation.

4

Sincerely,
Linda L. Kirkbride
Meriden, Wyoming 82081

DOCUMENT 493



Minot Jaycees

P.O. Box 147
Minot, North Dakota 58702
October 1, 1988

Lt Col Peter Walsh
AFRCF- BMS/DEV
Norton AFB, CA 92409-6448

Dear Sir:

The Minot Jaycees would like to extend our support to the Minot Air Force Base as the site for Rail Garrison. The Minot Jaycees and the Minot Air Force Base work together on many projects and as an organization we feel as a community support the rail garrison base.

1

The Minot Air Force Base provides many services for our community and the surrounding area. We understand you need the defense and to minimize the impact of the rail garrison base.

The Minot Air Force Base is the top priority as evidenced by their many awards in competition. This base extends that quality to the work that they do.

Once again we would like to support the Minot Air Force Base as the site for the rail garrison project.

Sincerely,

THE JAYCEES

Donal Christen
President

John W. Boyer
Secretary

DOCUMENT 494

LOCATION: Warrensburg, MO.

COMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

1

I once read a quote in the Reader's Digest that said that "The United States is the only country deliberately founded on a good idea." Part of that good idea is that the people have a say in what happens to them. We want to say that we do not want any more nuclear weapons. This is not a chess game. We are people...not dots on the highway or clusters of houses you see from a plane, but people with lives and futures we care about. My husband and I have a 9 year old son who loves baseball, 6 year old twin daughters who are learning to read and a chubby 2 year old son who trusts us to take care of him. There are so many things to worry about; toxic wastes, drunken drivers, the prevalence of drugs in our culture....let's not manufacture any more nuclear weapons that are so potentially dangerous that they make all these other things pale in comparison. Accidents DO happen. It's the premise that a billion dollar insurance agency is based on. No one who died in a car accident yesterday thought when they were brushing their teeth yesterday that they would never make it home. No one can believe that the awful things can happen to them. We all want to hope for the best. It's not enough. I feel this rail garrison plan is poorly conceived. With nuclear weapons there just cannot be any margin for error. The margins in this plan are much too wide.

Name: Helen Burnham Street Address: 1103 West Stewart Rd. City: Columbia, MO State: MO 65203
Please hand this form in or mail to:
Lt Col Peter Walsh
AFRCF-BMS/DEV
Norton Air Force Base
San Bernardino, California 92409

DOCUMENT 495

Cheryl M. Raichert, M.D., Ph.D.
51 Prospect Drive
Great Falls, Montana 59403
406-727-1564 (H)
406-727-3333; ext. 1121 (H)

August 28, 1988

Lt Col Peter Walsh
AFRCF-BMS/DEV
Norton AFB, CA 92409-6448

Dear Lt. Col. Walsh:

Having reviewed portions of the "Environment Impact Statement" for the Peacekeeper rail garrison program and having attended the recent public hearing in Great Falls, I have several serious concerns about the desirability, practicality, and safety of this proposal:

1

(1) The Burlington Northern railroad tracks in Montana are highly susceptible to sabotage. It is not practical to guard these lines. Terrorists may seek to bomb these lines to achieve international publicity and to embarrass our military establishment. Innocent people in our rural areas and passengers on trains may be killed in the process.

2

(2) In my opinion the risks of aerosolization of the radioactive plutonium following a "misstep" are not adequately addressed. Such aerosolization could occur following an explosion, and would not require nuclear detonation to pose a serious problem. How many Curies are present in each missile? What would happen to the individuals on the train or in the immediate area? For those further away the current analysis does not address the half life of plutonium and risks of long term exposure. It instead indicates that contaminated surface materials would be "removed." The area under consideration for removal is felt to be small and "easily located and removed." I am not so optimistic and would wonder about the long-term radiation effect to individuals living within several miles of an accident site, particularly if the accident occurs in a populated area like Great Falls (I recall that radiation accidentally released in Chernobyl was measurable in Sweden and the United States).

3

(3) I believe that a project of this type is too expensive to be funded in an era when our government must consider a variety of other priorities.

4

In closing, I wish to emphasize that my objections are to the rail garrison program, and not to the US Air Force. I believe in the present strong defense system, including the intercontinental ballistic missile system, and I support our military colleagues at Malmstrom Air Force Base, who have been good neighbors to our Community.

Sincerely yours,

Cheryl M. Raichert
Cheryl M. Raichert M.D., Ph.D.

LOCATION Great Falls, MontanaCOMMENT SHEET
U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

Gentlemen:

By this letter I wish to record my opposition to the MX proposal and to the EIS presented recently in Great Falls. My objections to the proposal and the process are as follows:

1. Notice of the hearing was inadequate to reasonably reach the general and interested public. Chester is downwind of the silos and is on the main line of the BN and better notice should have been given in our area.
2. There should have been more hearings. All of the areas and towns on the BN lines and Raillink lines that would be used should have been notified and received a hearing.
3. It was not reasonable to have one EIS for all of the areas involved since to do so meant that the EIS could not reasonably and fairly cover the subjects required by NEPA.
4. Adequate time was not given to the public to present their testimony. The local group committed to peace issues sent a representative and he was not allowed to complete his statement which was not very long. Thus, our entire area was denied fair representation and time to present our views. I should note that the Air Force took a great deal of time to present their views.

Donald R. Marble Box 649 Chester, MT 59522

Name	Street Address	City	State
Please hand this form in or mail to:			
Lt Col Peter Walsh			
AFRCR-BMS/DEV			
Horton Air Force Base			
San Bernardino, California 92409			

OVER

5. As regards the contents of the EIS itself, the document certainly was not designed to properly inform the involved public of the nature of the project and of the environmental effects as is required by NEPA. There was no description of the tracks that would be used in an emergency. All that was mentioned was the immediate Great Falls area. What about the effect on the people and towns along the BN lines like Chester should there be an emergency? We have no idea what areas are involved.

6. No mention was made of the half-life of plutonium which I believe is about 40,000 years.

7. I think that computer studies of the spreading of the contaminants should there be an accident were inaccurate in that the basic assumptions were not accurate. This includes wind velocity and elevations.

8. The EIS did not consider the scenario of an attack by submarine located off the coast of Washington in which case there would be only about 15 minutes warning. What would happen? Would the general public be in more danger in such a case if the missiles were located in Great Falls.

9. All assumptions of the EIS as regards accidents assumes that there would be no attack without a great deal of notice. No mention was made specifically of this point but it became obvious in conversations with Air Force people after.

10. No discussion was contained in the EIS for the event of a sneak attack with no notice and the effect of this on the people of Great Falls. No discussion was contained in the EIS about the need for the MX project if there was a sneak attack since it would not do anyone any good.

DOCUMENT 497



United States Forest Service
Department of Agriculture
Buron-Jamieson National Forests

Tamam Ranger District
P.O. Box 472, Federal Bldg.
East Tama, IA 48730
(517) 362-4477

"Caring for the Land and Serving the People"

Proposed Peacekeeper, Rail Garrison
Horton, IA, 48750

Reply to: 1050

Date: August 22, 1983

Lt. Col. Peter Walsh
AFRCR-BMS/DEV
Horton AF, California 92409-5000

We have completed a review of the draft EIS pertaining to the proposed construction of the Peacekeeper Rail Garrison facility at "HPT", Michigan. The US Forest Service (USFS) is the administering agency of the Department of Agriculture to virtually all lands immediately south of the "Hurtle" base complex by virtue of an acquisition from General Power Company in 1970. Portions of the base facility lie within the jurisdiction of the US Forest Service, however, continued improvements, maintenance and operation of base facilities are currently conducted under the provisions of a memorandum of understanding (MOU) with the Department of Defense.

1. We have completed a review of selected portions of the draft EIS, with particular emphasis on Section 4.12.6 on biological resources and the proposed impacts identified in your document. According to our knowledge of threatened and endangered species, we concur with your assessment of the potential for impacts to the identified species. In our opinion, the impacts identified with the construction of the proposed railroad facilities have been accurately described.

2. The permanent disturbance and loss of 3.2 acres of wetland in the upper reaches of the AuSable River flood plain appears to be the more significant effect to be addressed. Our agency concurs with your proposal to study in detail the impacts of this loss and the alternatives to satisfy State and Federal permitting requirements when wetlands are impacted. From a broad perspective, the National Forest System has placed under its management several thousand acres of wetlands along the entire AuSable River corridor from Oscoda to Grayling in the center of the state. We suggest the impacts from this loss to be negligible. Judging from the location and proximity of the 3.2 acres under consideration, it is unlikely this parcel contains the same degree of importance that 3.2 acres would anywhere else in the AuSable watershed.

3. Table 4.12.6-1 listing sensitive species identifies "old field" as being located 1/2 mile west of Allen Lake on the southbank of the AuSable River. It is likely the "old field" inhabited this area in past years, however, our Wildlife Staff is unaware of any active eagle territory at the present time. You may wish to check with your source of information regarding the presence of this species.

4. The mitigation measures identified for the project appear to satisfactorily address the projected impacts on the biological resources of this project.

We appreciate the opportunity to comment on this proposal as it relates to natural resources of our area.

[Signature]
Forest Supervisor

FS-6000-227-001

3 PUBLIC HEARING TRANSCRIPTS

This section includes transcripts from the 11 public hearings held for F.E. Warren AFB, Wyoming; Barksdale AFB, Louisiana; Dyess AFB, Texas; Eaker AFB, Arkansas; Fairchild AFB, Washington; Grand Forks AFB, North Dakota; Little Rock AFB, Arkansas; Malmstrom AFB, Montana; Minot AFB, North Dakota; Whiteman AFB, Missouri; and Wurtsmith AFB, Michigan. The transcripts are presented four sheets to a page and are numbered 500 to 510.

These are the transcripts as received from court reporters who took notes at each of the public hearings and transcribed them for this publication. Only minor corrections to some important words which could impair the readers' understanding were made.

DOCUMENT 500

DEPARTMENT OF THE AIR FORCE
UNITED STATES OF AMERICA

PEACEKEEPER RAIL GARRISON
PROGRAM

ENVIRONMENTAL IMPACT ANALYSIS
PROCESS

ORIGINAL

PUBLIC HEARING

Wednesday, August 10, 1988
Cheyenne, Wyoming

DOCUMENT 500
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minutes so that all interested parties have an opportunity to speak. If you do not wish to make a public statement or if we run out of time before you have an opportunity to speak, or if you do speak and you have additional comments beyond the 3 minutes, you may turn in your written comments after this meeting or send them to the address provided in the handout.

I recognize that some people may wish to make statements on defense policy, nuclear weapons, arms control, and fiscal policy at this meeting, however, such comments are best directed to your Congressmen and Senators. Please limit your comments to environmental issues.

Please refrain from public demonstrations either for or against statements made, since this merely subtracts from the time available for others to make statements or ask questions. Remember that each person should be given a respectful hearing, even if his or her views differ from your own.

Let's take a ten-minute recess. If you could be back here about 11 minutes after, we'll get started. Thank you.

(Hearing proceedings recessed
8:01 p.m., and reconvened 8:11
p.m., August 10, 1988.)

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COL. MCSHANE: We're going to start up now. I'd like to start by having Colonel Walsh introduce the other members of the panel to you. Colonel Walsh please.

COL. WALSH: On my immediate right is Major Van Ness, he is a lawyer with the Air Force and he is assigned to the Air Force Regional Civil Engineer. He will respond to questions on legal and safety matters.

On my far right is Colonel Branch, he's assigned to headquarters Strategic Air Command, and he will respond to questions on the operational concept.

On my immediate left is Mr. Hickman. Mr. Hickman works for Tetra Tech Corporation. That is a company that was hired by the Air Force to prepare this Environmental Impact Statement. Mr. Hickman will respond to questions on the effects on human resources.

On my far left is Dr. Kramer. He also works for Tetra Tech Corporation, and he will respond to questions on the effects on physical resources. Thank you, sir.

COL. MCSHANE: Thank you, Colonel Walsh. We now turn to the question and answer period of this public hearing. This time is set aside to allow you to ask questions about the content of the briefing and

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the Draft Environmental Impact Statement and to make statements about the program.

I'm going to call upon the elected officials who indicated a desire to speak. They will speak first. I believe there are three of them. And after that, I will be calling upon the other individuals who indicated a desire to speak. I have shuffled these cards and they are randomly ordered here.

Once recognized by me, please step up to the microphone here at the front of the room, since we want all present to be able to hear your question or statement, plus, it will help us get it down on the record of this proceeding.

Please state your name and affiliation or address and then ask your question or make your statement. We'll start tonight with Mayor Don Erickson. Mayor Erickson. And for the benefit of everybody, we do have quite a few speakers, so when you get to 3 minutes, I'm going to tell you your time is up.

MAYOR ERICKSON: Well, Colonel McShane, I'm sorry I didn't get here right away. I was down in the hall.

COL. MCSHANE: Your time is running out.
MAYOR ERICKSON: Thank you for coming

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1 back to Cheyenne. At the scoping hearing, I made a
2 couple of comments that I am pleased to see were
3 addressed this evening and subsequent to that time.
4 One was on the safety issue, and, Lieutenant Colonel
5 Walsh, thank you for a very comprehensive review on
6 the safety.

7 The second had to do with monitoring, and I'm
8 very pleased that the Air Force has made a commitment
9 not only here, but at the other bases, to monitor at
10 the time of the deployment the types of socioeconomic
11 impacts that may emerge during the particular
12 deployment.

13 Also at the scoping hearing, I indicated that
14 the Mayor's Impact Team would provide you with
15 information and concerns that we had. We sent that to
16 you, and later on this evening, Mr. Rick Moore will
17 give you a report of some additional issues and
18 questions that we have from the Mayor's Impact Team
19 and the Intergovernmental Executive Council.

20 I have a couple comments that I'd like to
21 make. I'm pleased that your Appendix A addresses the
22 local economy and the ways to provide for hiring of
23 local people involved in the construction of the rail
24 garrison. I'm also pleased with your views about the
25 sales tax impact assistance, and I look forward to the

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1 state also recognizing that we will have an impact as
2 a result of the rail garrison if it is deployed.

3 I wish I had more time because I'd like to
4 speak longer, and as a politician, we always like to
5 speak longer, but I have a personal comment. I want
6 to commend the Air Force, I want to commend the Armed
7 Forces for the work that you do to protect us in this
8 country. I believe very strongly in national defense.
9 I think the people of this community think very strongly
10 of national defense. Keep up the good work.

11 We are somewhat isolated from the terrorism
12 and the oppression that goes on around the world, and
13 we here have a great quality of life, and you help us
14 protect it. Thank you.

15 COL. McSHANE: Thank you. Next is Alan
16 Edwards.

17 MR. EDWARDS: Colonel McShane, my name
18 is Alan Edwards, I'm with the State Management
19 Coordinator's office. Governor Sullivan was unable to
20 attend tonight and asked if I would present this
21 statement on his behalf.

22 I would like to take this opportunity to
23 thank the Air Force for providing the opportunity to
24 participate in this public hearing. The public
25 hearing is to enlist public involvement in the

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1 planning process and to obtain comment and input on
2 the Draft Environmental Impact Statement and is an
3 important part in the planning process if the rail
4 garrison is to be deployed in Wyoming.

5 National defense strategy will ultimately be
6 decided by the executive and legislative branches in
7 Washington D. C. The final Environmental Impact
8 Statement and the public input will help to influence
9 and shape the final decision and its impact on our
10 state.

11 Wyoming will play a significant role in the
12 proposed Rail Garrison Basing Mode. It is imperative
13 that this, or any other system to be deployed, be
14 evaluated and determined to be safe. Impacts need to
15 be adequately addressed and mitigated to reduce, if
16 not eliminate, adverse impacts, real or potential.

17 The State of Wyoming has adopted policies and
18 procedures to address impacts from the construction of
19 major facilities and identify appropriate mitigation.
20 Federal government activities are exempt from the
21 formal review under the Industrial Siting Act.

22 It is my policy, however, as it was Governor
23 Herschler's, for my office to be actively involved in
24 the review of all significant activities that can
25 affect the state or local governmental entities.

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1 impacts are no less real regardless of whether the
2 facilities are to be developed by the private or the
3 public sector.

4 In several areas, the Draft EIS fails to
5 provide adequate detail to allow a reviewer the
6 opportunity to fully and critically evaluate and test
7 the conclusions presented. Some of the data presented
8 is undocumented, which, in turn, reflects on the
9 reliability of the impacts outlined and the conclusions
10 reached.

11 One example would be the use in the Draft EIS
12 of 1985 data from the Wyoming Highway Department to
13 evaluate transportation impacts or the conclusion that
14 reserve funds of governmental entities are sufficient
15 to absorb the increased stress on systems. Several
16 changes have occurred since 1985 which would affect
17 that traffic data, and reserve funds are not available
18 in most instances for such purpose, even if we could
19 agree that reserves are subject to such a call, which
20 we do not.

21 The Draft EIS identifies that there will be a
22 significant geologic impact resulting from the erosion
23 loss of topsoil in some areas. Yet, the Draft EIS
24 also indicates that the air and water quality impacts
25 will be insignificant. Better understanding of the

1 facts and discussion of the conclusion is required to
2 be able to address and evaluate points such as these.

3 I have requested my staff, as part of their
4 ongoing review, to compile a list of questions and
5 information needed to further evaluate the Draft EIS.
6 This list is to be concluded -- completed before the
7 end of the week. We will work with the Air Force to
8 resolve as many of the questions as possible prior to
9 August 30, 1988. Any questions remaining as of August
10 30, as well as any additional information requested by
11 state agency reviewers, will be summarized and
12 forwarded by August 30.

13 I affirm my support for the general concerns
14 identified and to be raised by the Intergovernmental
15 Executive Impact Council at this public hearing. I
16 insist that the Air Force work directly with the local
17 government entities to address their concerns and
18 develop appropriate and necessary mitigation measures
19 to mitigate the negative project impacts.

20 I will look to the Air Force to revise the
21 data, projected impacts and conclusions to reflect
22 input received through this review process. This is
23 the best and only means of developing the accurate
24 data to prepare the final EIS. The final EIS will be
25 carefully reviewed to ensure that the areas of concern

1 receive adequate attention and that the basis for a
2 competent decision is presented.

3 I will reserve my final review and comments
4 regarding this proposal until the completion of the
5 review process. Only until the review of the final
6 EIS will it be possible to make an objective
7 assessment and decision concerning the proposal. I
8 would highlight, however, the importance of safety and
9 ongoing intergovernmental planning process and
10 emphasis on Wyoming contractors and workers.

11 Thank you again for the opportunity to
12 participate in the planning process on this proposal,
13 Colonel.

14 COL. MCSHANE: Thank you. Since that
15 was a letter from the Governor and I thought that
16 everybody would like to hear the entire thing, I did
17 let Mr. Edwards run a little longer, but I will keep
18 others to the three minutes. Janet Whitehead please.

19 MS. WHITEHEAD: Colonel McShane and
20 panel, I have a prepared statement here regarding the
21 impact as I see it due to our analysis in bringing up
22 to date, answering sections 4.2.1.2 through 4.2.1.5 of
23 your impact statement.

24 The amounts stated for revenues and
25 expenditures for 1987 are basically correct, but the

1 stated reserve funding level of \$3.8 million is most
2 misleading. Furthermore, our newest fiscal projections
3 are dramatically different from stated baseline
4 projections for the project period.

5 Unfortunately, the reserve funding level of
6 \$3.3 million represented the total fund equity of the
7 general fund and all special revenue funds of Laramie
8 County, which includes several oversight agencies over
9 which the County can exercise only limited control.
10 These funds may be legally restricted in use, and in
11 fact, are not available for the general or expanded
12 operations of the local government.

13 A more accurate reserve funding for fiscal '87
14 is \$1.7 million which represents unrestricted and
15 unreserved fund balances and is, in fact, available
16 for use in general and expanded operations. It should
17 also be noted that this amount represents only about
18 one month's operations for our local government and is
19 considered necessary to even out our cash flow cycle
20 which has many peaks and valleys.

21 In reviewing the baseline projections for the
22 program period of 1990 to 1995, we question the
23 accuracy of revenue and expenditure projections in the
24 amounts of \$13.1 to \$13.5 million. We have concluded
25 that your baseline model has failed to detect and

1 project the major downturn in the sources of funding
2 to local governments; for example, federal revenue
3 sharing and state mineral severance taxes.

4 Our revenues in fiscal '86 were \$13.7 million,
5 but dropped to \$11.3 million in fiscal '87. Revenues
6 dropped again in fiscal '88 to \$10.9 million, or a
7 loss of 21 percent in just two years. This has forced
8 our local government to ask staff and service
9 reductions in the areas of law enforcement, public
10 health, animal control, and administration.

11 These revenue decreases have also reduced our
12 previous reserve funding to .6 million in fiscal '89
13 as our governing board attempts to maintain the
14 necessary services for our citizens. The only relief
15 we have received has come from our state legislature
16 in granting a one-time distribution from state trust
17 funds for fiscal '89.

18 However, if a permanent solution is not found
19 to the current funding crisis, Laramie County, Wyoming,
20 is faced with making more cuts in staff and services
21 in fiscal year '90. Our projected revenue for fiscal
22 year '90 is only \$11.1 million, 15 to 18 percent below
23 the baseline projection for that period.

24 In conclusion, while our local financial
25 situation may not be of concern in making the decision

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1 to complete the rail garrison program, it will have an
2 effect on the ability of our County to provide the
3 increased services required by the impact of the
4 project. It would be helpful for the impact statement
5 to include the projected amounts of the increases in
6 sales taxes, fines, fees, and so forth, which will be
7 generated by the program during the project period.

8 I thank you for being able to speak to you
9 this evening.

10 COL. McSHANE: Thank you. Did you want
11 to leave that for the record as well?

12 MS. WHITEHEAD: I certainly would.

13 COL. McSHANE: Just put it there on the
14 stage. Thank you, ma'am. Next up is Ed Warsaw.

15 MR. WARSAW: Colonel McShane and panel,
16 I have two prepared statements, and I'll try to get
17 them within the 3 minutes. I am a homeowner and
18 resident of Cheyenne, and March '93 I mailed 11
19 questions, none of which were addressed in specific
20 detail in the EIS draft statement, which I received
21 five days ago. And I was struck that several areas of
22 concern were only superficially or generally addressed.
23 I will be resubmitting those, those questions. I have
24 two additional concerns.

25 Number one, economic: what adverse economic

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1 effects will result from this project? A, how much
2 money is at risk from city, county, and state levels
3 in the event the Air Force fails to respond to citizen
4 complaints? And B, how many jobs will be lost to
5 Cheyenne, Laramie County, and southeast Wyoming by new
6 businesses who refuse to reside here because of the
7 project's existence?

8 Concern number two, noise pollution: I'm not
9 sure what negligible means. What decibal range will
10 residents be exposed to when the project is under
11 construction? And B, what will be the decibal range
12 when the project has to be activated in terms of
13 training and so forth?

14 Statement number two, as chair of the Social
15 Concerns Committee of the Cheyenne Unitarian Universal
16 Church, I would like to invite representatives of
17 Warren Air Force Base to meet face to face with some
18 concerned church laypersons to address the moral
19 implications of the rail garrison project. I believe
20 the ethical and moral implications are specifically
21 not included in the EIS or similar public relations
22 events. And specifically addressing these
23 implications would demonstrate much goodwill on the
24 part of Warren Air Force personnel.

25 In the event that Warren Air Force personnel

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1 are unwilling or unable to attend this proposed
2 meeting, I would like to extend this invitation to
3 general chair, head of the Strategic Air Command, who
4 also happens to be a Unitarian Universalist member. I
5 believe the moral ethical implications should be
6 addressed, articulated, and confronted in a systematic,
7 meaningful way, and our species' collective and
8 progressive survival and cultural development on the
9 planet depends on this. Thank you.

10 COL. McSHANE: Thank you. I take it,
11 those were rhetorical questions or questions you want
12 addressed in the final --

13 MR. WARSAW: In the final draft.

14 COL. McSHANE: All right. Thomas Hines.

15 MR. HINES: Gentlemen, I would like to
16 thank you for the excellent briefing. Just a brief
17 statement to say that I think the benefits to be
18 derived from the rail garrison far exceed any minimal
19 environmental impacts that were gone over during the
20 briefing, and I just firmly believe this is a major
21 project that we need locally, nationally, and as a
22 national deterrent. Thank you.

23 COL. McSHANE: Thank you. Tom Lindsey.

24 MR. LINDSEY: Tom Lindsey, I'm retired.
25 Colonel, it's a good presentation. I have a few

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1 things about the culture of this America that I'd like
2 to discuss, and I would appreciate if we didn't squander
3 any more money making other studies on these comments,
4 just for the delay of our quarrel of missiles is what
5 you need.

6 One focus of this DEIS is the cultural aspect
7 of life in America; in particular, around Cheyenne.
8 The primary element of culture in America is freedom.
9 We cannot remain free and weak, unable to -- and unwilling
10 to defend our freedom. Those we call on to defend our
11 freedom should be given the latest and best weapons
12 possible and our full support.

13 It's psychologically devastating to call on
14 your military people to defend us with less than the
15 latest and best weaponry available and our fullest
16 support. We must never again let any group inflict on
17 the psychological -- inflict the psychological and
18 physical damage on the freedom defenders that was
19 imposed on our men in Vietnam.

20 Security is another element in our culture.
21 Every American, especially the young people, need to
22 realize that this country is strong enough and willing
23 to protect his and our way of life. Strong
24 retaliatory power and the SDI will deter attack from
25 any aggressor.

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Other points of American culture are the wonderful qualities of love, peace, caring, justice. We must not allow a few of these surrenderites running around the country to pervert these noble qualities into delay, weakness, and dimunuity, and thereby sacrifice this American culture in which these qualities are nurtured most. If we listen to these lame surrenderites and fail to preserve and deploy the strength which makes freedom, security, love, caring, peace, and justice possible, we and our culture are doomed to nothingness.

However, we can prevail. If we maintain our strength and freedom with the other qualities that are possible, this nation and culture can exist for ten thousand years and more, and we and our progeny can say with freedom and pride, we have not yet had our finest hour.

COL. MCHANE: Thank you. Bruce Brown please.

MR. BROWN: Yes. Colonel McShane, my name is Bruce Brown, I'm superintendent with the Union Pacific Railroad, and I've come here tonight to advise that the Union Pacific has reviewed the proposed Peacekeeper Rail Garrison project and that from a railroad operational standpoint, we cannot see any

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adverse environmental impact whatsoever.

These trains would be operated very much in the same manner as any other train on our system and would have no greater impact on the operation of any other train. As previously stated, the trains would represent a fairly small percentage of the total operations on our system, and we easily have the capacity for operation of the trains without any impact on other commercial traffic that we now handle. Thank you.

COL. MCHANE: Thank you. Sharon Breitwieser.

MS. BREITWEISER: Sharon Breitwieser, I reside at 819 Palaeo, Laramie, Wyoming. My comments are for the record and for response in the EIS and do not require any written or any verbal response at this time. First I'd like to protest the insufficient time to prepare for this hearing. I was out of town for a week. My copy of the Draft EIS arrived sometime between July 17 and 21, allowing me approximately three weeks.

I do work full-time in order to support myself and pay taxes, which the government is so willing to use or propose to use for a project such as this, and I don't feel that three weeks was an

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adequate amount of time for me to review the document before coming here. I would like to see consideration of the extension of the comment period.

I would also like to go on record opposing the fact that there is no hearing being held in Laramie. There are many concerned people a mere 45 to 50 miles away from here. It's a hardship to expect those people to travel here. You refer to the expected route of travel for the MX trains. I assume Laramie would be on that route. In the event of any type of detonation, Laramie would be in the fallout route, and I think it would only be polite and reasonable for the Air Force to conduct a hearing and to make Laramie part of its route on this tour.

I would like to see the No Action alternative addressed in more detail, specifically the spending of the funds proposed for the MX Rail Garrison being addressed to other areas of our environment and our economy. The United States has the distinction of being the biggest debtor nation in the world, with no real national security being better enhanced by reducing our debt, by educating the illiterate, by housing homeless, by feeding the hungry, providing health care to older people. I think those are valid concerns and should be part of the No Action

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alternative.

I appreciate the attention given to the accident issue. I do still have a few concerns. You talk about maintenance being higher, but I'm not real aware or sure of how the many, many miles of tracks could be maintained better than they are. There was an article in last weekend's paper about an accident that possibly resulted from heat buckling some rails. How would specific issues like that be addressed? I would like to see some specific accidents taken into consideration and some assurances given that those could be minimized from the current state of affairs.

I'm also a little confused. You state that the EIS addressed peacetime use, and yet, when we start looking at the uses of the trains on the track, we talk about them being out on the tracks which would be a wartime or national need situation. If we're going to look at that, then let's look at the possibility of accidental launch. We've all seen the tragic occurrences, such as the air bust that was shot down. Those were military personnel involved in those type of accidents, and I have real concern that if these trains are out and about, somebody has the capability to launch it, and an accident could occur.

I have some additional comments to make

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1 before the 30th. Thank you for this time.

2 COL. McSHANE: Thank you. Robert
3 Mitchell.

4 MR. MITCHELL: Robert Mitchell, I live
5 at 1915 Treadway Trail, I'm a private citizen. I only
6 have one question, and that is, how do you expect to
7 mitigate the effects on the national historic sites
8 here on the Base?

9 COL. McSHANE: Colonel Walsh?

10 COL. WALSH: I'll start it off and then
11 I'll ask Mr. Hickman to elaborate. We work very
12 closely with the State Historic Preservation Officer
13 whenever we get involved in any dealings with historic
14 facilities or historic sites. We will develop a
15 measure -- or measures to minimize our impact, and
16 again, I think the best example is what we do in the
17 past is the case of what we might do in the future.

18 I think the most important or the best way to
19 go about this is, of course, avoidance, and we have,
20 in fact, avoided most of the sites to date and
21 even fenced them in so that they wouldn't further
22 impact them.

23 We're making strenuous efforts for Blyville,
24 for instance, to avoid that major archaeological find
25 that we found down there, and to fence it off and

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1 preserve it from this point on. Sometimes it's not
2 always possible to avoid a site, and, for instance, we
3 may have to continue use of the historic buildings on
4 the Base.

5 So therefore, when we start to use those
6 buildings, we make modifications to those buildings so
7 that modifications blend in with the original
8 architect's lines. We don't try to put modern
9 buildings or modern sections onto a 1930 (sic) vintage
10 facility. Any new buildings that we build in the
11 vicinity of the historic district are built in the
12 same style so we don't have a violent contrast with
13 the facilities down there.

14 These are the types of efforts that we
15 implement to minimize our impact upon these historic
16 facilities, but, however, we will sit down with the
17 State Historic Preservation Officer and we will work
18 out a series of mitigations appropriate for this
19 particular construction at the appropriate time.
20 Thank you, sir.

21 MR. MITCHELL: I agree with some of the
22 previous speakers who stated their opinions on why the
23 MX should be deployed. Thank you for your response.

24 COL. McSHANE: Thank you. Phyllis
25 Atchison.

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1 MS. ATCHISON: I'm Phyllis Atchison, I'm
2 a rancher. I live southeast of Cheyenne. I've lived
3 within a couple of miles of the MX -- well, of a
4 missile site since the Atlas was first introduced into
5 this area. I agree with Mayor Don, I agree with
6 Mr. U. P. Brown, I agree with Mr. Lindsey, that the
7 United States is entitled to the best and most useful
8 defense system that can be employed. For that reason,
9 I think this thing is absolutely idiotic.

10 I brought with me some statements. I do have
11 a question to ask but I don't want it answered
12 verbally because I think it takes away from the people
13 who want to contribute and only have a short period of
14 time. My question is, because I brought only two
15 articles from local newspapers, one from the Pine
16 Bluffs Post dated June 16, 1988, where they list 102
17 or 4 cars derailed in a period of less than a week in
18 the Nebraska/Colorado/Wyoming area from heat buckling,
19 which was mentioned by the lady from Laramie. Also,
20 the Montana Atract wreck where 59 cars were derailed
21 is attributed to a possibility of extreme weather.

22 And my question is, which I don't want
23 answered now, we have two alternatives, and I would be
24 interested in the impact statement addressing either
25 or both, are we going to be able to negotiate with any

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1 potential enemy to arrange for an international crisis
2 to occur during periods of moderate weather so that
3 the rails are not buckled by extreme heat or
4 contracted by extreme cold?

5 We could plan for fall, which is not always
6 dependable in Wyoming, or spring, which is not either
7 very dependable. I'm a rancher, I know. Or are we
8 going to enclose these decoy tracks which are going to
9 radiate from these tunnels that are temperature
10 controlled and therefore impervious enclosures so that
11 the tracks will be exempt from climate disasters?
12 Thank you.

13 COL. McSHANE: Thank you.

14 MS. ATCHISON: One more thing. On a
15 ranch, we have a term for this, and I hate to see you
16 bright people espousing this kind of a defense system.
17 Our word is may -- our phrase may be uncouth, but it's
18 2 four-letter words, and kind of BS. Thank you.

19 COL. McSHANE: Thank you, Ms. Atchison. Sylvia
20 Warsaw.

21 MS. WARSAW: Colonel McShane, my name is
22 Sylvia Warsaw, I live here in Cheyenne. I'd like to
23 ask some questions which won't take too long and would
24 appreciate them being addressed in the final statement
25 rather than here in the forum this evening.

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1 The first one is, what will be the
2 environmental impact of not deploying the missile
3 trains, of not building the garrisons, of not building
4 the assembly complex? What will be the environmental
5 impact of not building any more MX Missiles and what
6 will be the impact on the global environment of removing
7 and disassembling all ground based ICBM's?

8 Also, it can be anticipated that increased
9 funding for this project would result in cuts in other
10 government programs. You must consider the impact of
11 reduced funding for agriculture, for infrastructure,
12 the Environmental Protection Agency, grants in the RX,
13 and humanities and research, prevention detection, and
14 treatment of diseases, postal rights, and services and
15 programs alleviating poverty, hunger, and homelessness
16 in our country, and many other programs. We consider
17 the impact a reduced funding for these programs.

18 And if the MX is a deterrent, how can it be
19 placed in a role that takes so long to activate? And
20 why is it aimed on Soviet missiles? Both of those
21 would seem to invite a Soviet first strike. On the
22 other hand, if it is a first-strike weapon, as it
23 appears to be, why do you continue to call it a
24 deterrent? Do the Soviets perceive it to be a
25 first-strike weapon, and if so, how would that affect

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1 their strategic thinking? Thank you.

2 COL. McSHANE: Thank you. Brad Oberg.

3 MR. OBERG: Colonel McShane, panel, I'm
4 Brad Oberg, I'm speaking for Laraine County School
5 District No. 1. I'd like to express that Laraine
6 County School District No. 1 has an excellent working
7 relationship with F. E. Warren Air Force Base, and we
8 are committed to continue that working relationship.

9 The School District has reviewed the Draft
10 Environmental Impact Statement and will submit a
11 written statement covering our major concerns. The
12 School District is available to assist you in any way
13 possible in this assessment process. Thank you for
14 the opportunity to participate in this process.

15 COL. McSHANE: Thank you. Sister
16 Rosella Hehn.

17 SISTER HEHN: Colonel McShane and panel,
18 I would like simply to present my concerns, and I know
19 that you will try to address them in the final
20 statement. The U. S. Catholic Conference of Bishops
21 condemned the use of nuclear weapons, and one of the
22 reasons for their condemnation is that in a nuclear
23 war, there can be no distinction in the trauma of war
24 affecting combatants and civilians.

25 In the description of the MX Rail Garrison,

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1 it is actually the plan to have the plan -- train
2 carrying the warheads in a time of national crisis
3 among the other trains, not to be distinguishable.

4 In the news release from the House Armed
5 Services Committee, it is pointed out that in a time
6 of national emergency, which is when this train would
7 be on the tracks with the other trains, there would
8 likely be a much heavier use of the train travel from
9 people trying to get out of the area, and thus, my
10 concern remains for all the people on the track.

11 Within that same scenario is the thought of
12 missiles being launched along a railroad track. This
13 past weekend, as several other people have mentioned
14 the derailments, and especially the one where the
15 faulty track had something to do with the sunlight
16 being too hot. If the tracks can be altered by
17 sunlight, imagine what would happen at the blast-off
18 of a missile that is intended to go halfway around the
19 globe.

20 I've only had high school physics, but I know
21 and they said we learn that an action brings about an
22 opposite and equal reaction. So in this case, I'm
23 concerned about those small, vulnerable train tracks
24 being used as a launching pad.

25 And this hearing is an opportunity for the

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1 Air Force to hear the response of the interested
2 persons who have read the draft issue, and I'm very
3 grateful for this opportunity to tell you how scared I
4 am.

5 And I'm more afraid after I read the impact
6 statement, because you are telling us that we have
7 nothing to worry about, and that's the most scary of
8 all, is that I feel like the real reasons to be scared
9 are not being faced by the most important people to
10 face the issue of is it safe, is it sane. And there
11 are people who are more afraid than I am, they're
12 speechless.

13 COL. McSHANE: Thank you, ma'am. Brian
14 Olson.

15 MR. OLSON: My name is Brian Olson, I
16 live at 1536 Copperville Road here in Cheyenne, and I
17 member of the -- primary member of the hearings of
18 Cheyenne Commerce and the Air Force Association. I
19 speak as a member not for those organizations.

20 Initially, when the concept of rail garrison
21 was first -- was first brought up, I had a lot of
22 questions and concerns. I have supported Peacekeeper
23 deployment in the initial silo basing mode. The Draft
24 Environmental Impact Statement that I have read
25 through twice now in quite detail answers a lot of my

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1 questions. I think we -- we're dealing with impacts.

2 I think the important thing to realize
3 tonight, one that I appreciate the opportunity to
4 speak about, my reactions, as do I'm sure everybody
5 here, and not be worried about being out at two
6 o'clock in the morning and have a black sedan and men
7 in black leather coats to haul you off to a mental
8 hospital, to get reeducated just because your views
9 happened to be a certain way.

10 So how do we protect those rights? And I
11 think this is one way. It is not a pleasant thought
12 having a young family growing up to know that there
13 are missiles of this stored power in the areas where
14 we live. You drive down the road and you see them.
15 It is not a pleasant thought to know that they may
16 have to be used, but the alternative, I think, is the
17 makes that worth the sacrifice we have to make.

18 What I do ask if this program does go ahead,
19 I think you'll find not all the people in this area,
20 but certainly a large majority, are very supportive of
21 the program, understanding the sacrifices that have to
22 be made. What we do ask you is to keep us posted very,
23 very closely. Please don't surprise us. Let us know
24 what's going on. This community stands, I think,
25 ready to work with you.

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1 The specific areas I would like to see
2 addressed, though, deal with track maintenance. It
3 was somewhat reassuring to hear the Union Pacific
4 spokesman saying they didn't see any significant
5 problems, but I would like to see the issue of track
6 maintenance, who is going to supervise that, do you
7 work in conjunction with the commercial railroads with
8 the specific tracks or is that independent, and also
9 the expertise of the people involved in the
10 maintenance of those tracks.

11 If that can be addressed a little bit more
12 specifically, I'll be 100 percent behind this instead
13 of maybe 99.975. Thank you very much.

14 COL. McSHANE: Thank you. Colonel Walsh,
15 are you able to address that tonight?

16 COL. WALSH: While I cannot address the
17 specifics of the maintenance, I can basically tell you
18 the way in which we will be conducting business with
19 the various railroads, and that is that as any other
20 company that uses, say, Union Pacific's rail, will be
21 paying a use of fee, and a portion of that use of fee
22 will, in fact, be utilized by that rail company in
23 order to maintain their tracks.

24 I should indicate to you that in recent years
25 because of what is known as the Stagger's Act that was

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1 past some years ago, the rail companies have been able
2 to abandon selective routes, and therefore, focus more
3 maintenance dollars on those -- on those routes that
4 they use on a more frequent basis. So this is added
5 not only more efficiency to the rail companies, but
6 also allowed them to upgrade their tracks so that they
7 are more dependable.

8 The other issue that you should be aware of
9 is that we have been working with the various rail
10 companies through the national -- through the Federal
11 Railway Administration and through the American
12 Association of Railroads, to analyze the capabilities
13 of the rail system.

14 And we have looked at the rail system for its
15 condition, for its weight-carrying capabilities, from
16 its clearance restrictions, and we have found that
17 over 120,000 miles minimum of rail is available to us
18 today that we can safely transit. Thank you very much,
19 sir.

20 COL. McSHANE: Robert Scott.

21 MR. SCOTT: Thank you, Colonel McShane
22 and panel. I'm Robert Scott, a retired citizen of
23 Cheyenne and state of Wyoming. I would like to say
24 thank you for a very detailed environmental statement.
25 I support the program a hundred percent. History has

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1 shown through the years that a nation only survives
2 through strength, and this adds to our capability as a
3 nation.

4 Additionally, the Peacekeeper system with its
5 deployment here at Francis E. Warren has already
6 proven its capability to influence any aggressor or
7 potential aggressor. It did, in fact, assist along
8 with the deployment of the cruise missiles to England
9 and Europe that assisted in bringing the Soviet Union
10 back to the conference table to sit down and talk
11 peace, because we did, in fact, increase our strength
12 in the eyes of the world.

13 The area here has lived with missiles,
14 nuclear missiles, in our vicinity for 30 years. We
15 have brought missiles in the area over the railroads
16 throughout that 30-year period successfully. Weapon
17 system Reentry Vehicles have arrived in the area and
18 transported throughout the area as required to
19 maintain the system successfully with no incidents.

20 The Reentry Vehicles are designed, as was
21 explained earlier, to withstand fire and heavy impact
22 potentially from aircraft crash. They have endured
23 those successfully with no nuclear disaster.

24 The deployment of the MX Peacekeeper system
25 in Cheyenne has already, through previous impact

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1 statements, shown response to the community with
2 recognizing those proven impacts and supporting the
3 community with many millions of dollars already in
4 place, already providing facilities in the community
5 and programs that were needed to support the system to
6 this date.

7 I think our nation can only go forward to
8 continue to prove our strength in the eyes of the
9 world so that we can continue to seek peace on a
10 continuing basis. Thank you very much.

11 COL. McSHANE: Thank you. Carl Martin.

12 MR. MARTIN: I'm Carl Martin, 1433
13 Bridger, Laramie, Wyoming. Although it was quite
14 enlightening to me to be here tonight, I still have
15 some problems with this basing system based on several
16 things. Some have come -- some of which have come
17 from the Union of Concerned Scientists.

21

18 First of all, the more missiles we have, the
19 more problems we have with being attacked from our
20 supposed enemies. I'm not -- I'm sure that we do have
21 enemies, but the problems that I have are from my
22 family and my children.

23 First of all, the railroads come right
24 through the middle of town in Laramie, Wyoming, and
25 even though the possibility of a nuclear accident is

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1 minimal, what about the spilling of fuel and the
2 possible ignition of the fuel? You say that you need
3 3,000 feet of clearance for safety reasons. Our town
4 in Laramie, Wyoming, a great number of homes and
5 people live less than 3,000 feet from the railroad.

23

6 Secondly, there's no way, I suppose, for you
7 to address the mental stress that is created in a
8 family and its children as a result of becoming more
9 tempting targets. It bothers me greatly that my
10 children may not be able to grow up as a result of
11 increasing our escalation of nuclear arms. So our
12 mental environment has been destroyed.

24

13 I don't know why we can't work more for peace
14 instead of war. As far as I'm concerned, the more
15 missiles we place, the more vulnerable we become. As
16 stated by the Union of Concerned Scientists, this
17 program is actually more vulnerable than placing
18 missiles in silos, at least that's their opinion. So
19 we're making ourselves more vulnerable, more prone to
20 first strike from the Soviet Union, and I would like
21 to see these things addressed very definitely, but I
22 would like them addressed later in your final
23 statement. Thank you.

25

24 COL. McSHANE: Thank you. Darryl Miller
25 please.

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1 MR. MILLER: My name is Darryl Miller, I
2 live at 204 East 2nd Avenue, Cheyenne, Wyoming. My
3 questions are safety questions basically, and they can
4 be addressed preferably in the final Draft EIS. My
5 concerns are with -- generally with the operation of
6 the trains themselves, you know, basically how they
7 would operate.

8 I guess my question is, and a lot of these
9 questions come out of, like the previous gentleman's,
10 a report from the Union of Concerned Scientists, that
11 the MX rail cars naturally would be wider than the
12 average rail car, which is 9 feet in width. If the
13 car seat's 12 feet in width, operators of the train
14 must announce its path and clear the rails of any cars
15 coming in the opposite direction. What are the
16 security implications of this? This is my first
17 question. And the rail -- Federal Railroad
18 Association is concerned about this also.

19 Also, my next question is concerned with the
20 weight. The MX Missile weighs 200,000 pounds. The
21 launch mechanism weighs approximately the same,
22 200,000 pounds. The federal law stipulates cars can
23 weigh up to 500,000 pounds as long as they have
24 sufficient -- have a sufficient number of axles. Will
25 the MX train comply with the rule of 500,000 pounds?

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1 And I guess my last question is, as far as
2 the MX Rail Garrison is concerned, and the totality of
3 the MX Rail Garrison, will the whole system be able to
4 support this much weight? I will remind most people,
5 as they already know probably, that the average cargo
6 car rail train car weighs approximately 90,000 pounds,
7 and that's with the cargo on it. So we're talking
8 about a complete increase in weight here.

9 And another question of mine is the similar
10 balance on the MX train itself is a great concern of
11 people out here. I think probably it should be with
12 the Union Pacific because the wind speed out here in
13 Wyoming reaches higher than 4.5 miles per hour, and I
14 think that this should be addressed. Thank you.

15 COL. McSHANE: Thank you. Colonel
16 Branch, he indicated he didn't want an answer tonight,
17 so we'll honor that. I know you'd like to give an
18 answer. Richard Moore.

27

19 MR. MOORE: Thank you, Colonel. Members
20 of the panel, my name is Rick Moore, I reside at 502
21 East 24th Street. I'm speaking tonight on behalf of
22 the Better Governmental Impact Council and Mayor's
23 Impact Team. A way of background, welcome back to
24 Cheyenne. Colonel Walsh, we're always glad to see you.
25 during the previous deployment of the

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1 Peacekeeper and Minuteman Silos, the Department of
2 Defense participated in an intergovernmental planning
3 process in Laramie County. The intergovernmental
4 Executive Impact Council and Peacekeeper Working Group
5 provided an effective forum for developing open
6 communication and the exchange of information between
7 all parties involved in the planning process.

8 Impacts of the deployment on the local
9 community were reduced and benefits to the community
10 were increased as a result. Effective mitigation and
11 monitoring programs were developed. There is a
12 definite need for better communication and exchange of
13 information at this time.

14 Statements made in the document indicate that
15 preparers of the draft did not verify with local
16 officials their interpretation of information and data
17 collected. In addition, the lack of project's
18 specific information, such as estimated project
19 related revenues, did not allow comparison of benefits
20 and the cost of the project to local governments.

21 The Peacekeeper monitoring program is an
22 effective tool for local governments to assess level
23 of impacts which occur and to adjust mitigation
24 accordingly. Funding should be provided to continue
25 the monitoring program.

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1 Impacts on School District No. 1 will be
2 significant. The District will be at capacity for the
3 1988/89 school year at the elementary level. Any
4 additional students due to the project cannot be
5 accommodated without constructing new elementary
6 classroom facilities or decreasing the quality of
7 education. The District and/or the State of Wyoming
8 foundation funding will also be required to absorb
9 additional costs of up to \$1 million during the peak
10 year of construction and \$800,000 during operation of
11 the project.

12 In order to reduce impacts due to the project
13 and increase benefits from the project, the Department
14 of the Defense should commit to implementing specific
15 mitigation measures within its existing authority as
16 agreed to previously in Laramie County and in Wyoming.
17 Measures such as payment of sales and use tax and
18 recruitment of local contractors and labor force are
19 essential.

20 Impacts to local governments are described as
21 not significant because reserve funding levels and
22 increased revenues should be able to meet the expected
23 cost. This is simply not the case. Most if not all
24 the reserve funds are restricted and cannot be
25 utilized to absorb additional costs of this project.

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1 In addition, over the last three years, revenues for
2 Cheyenne, Laramie County, and Laramie County School
3 District No. 1 declined significantly. In response to
4 declining revenues, local governments have been
5 required to curtail the delivery of services,
6 therefore, there's simply not enough excess capacity
7 to absorb additional demands.

8 In the draft, demand for housing is analyzed
9 according to only two categories, permanent units and
10 temporary units, which are described as hotel/motel
11 units and camping spaces. Demand for rental units
12 such as apartments and mobile homes will be more
13 significant than the so-called temporary units.
14 Information regarding vacancies and demands for rental
15 units is necessary to ensure that adequate housing
16 will be available to meet the project demand.

17 COL. MCSHANE: Time, Mr. Moore.

18 MR. MOORE: Thank you. We will look
19 forward to working with you in the future to resolve
20 our concerns.

21 COL. MCSHANE: If you had further
22 concerns there in writing, please leave us a copy.

23 MR. MOORE: I will leave a full copy on
24 the stage. Thank you.

25 COL. MCSHANE: Thank you.

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1 COL. WALSH: Excuse me, sir.

2 COL. MCSHANE: Colonel Walsh.

3 COL. WALSH: I would just like to make a
4 short reply here. We agree with you that the
5 effectiveness of the working group that we created for
6 the deployment was very, very effective, and we have
7 used that as an example of what the Air Force can do
8 to mitigate the effects of the program when we were
9 talking to the authorities in other bases that are
10 under consideration for this program.

11 We intend to work with you to resolve
12 differences on interpretations and to come to a
13 resolution of what the impacts truly are. We also
14 intend to work with you in developing a venue of
15 mitigations; however, they might be reduced as impacts,
16 and then when a decision is made, we will definitely
17 work with you, as we have in the past, to help you
18 implement the mitigations that you choose as the best
19 solution to your problems that we have identified.
20 Thank you very much, sir.

21 COL. MCSHANE: E. L. Meeker.

22 MR. MEERER: I'm E. L. Meeker, I live at
23 469 Happy Jack Road in Laramie County, it's halfway
24 between here and Laramie. My comment has -- comments
25 have to do more with comments than anything else.

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1 Colonel. For the gentleman that was concerned with
2 the moral and ethical differences and wants the Air
3 Force to meet with his church, you don't authorize the
4 money, you don't say do this, that's with the people
5 that do that. They can't do anything. Don't put
6 these good gentlemen in a position of telling their
7 commander and chief, I don't believe in this, I won't
8 do it. That's not a Christian thing to do.

9 MEMBER OF AUDIENCE: It was an
10 invitation.

11 MR. MEEKER: Now, Sister, I'm sorry that
12 you're afraid for yourself after reading this, but you
13 can be sure there will be no black sedan and people
14 with black coats come see you because you disagreed
15 with other people who have been here.

16 Now, for you about the railroad tracks that
17 swelled and buckled or froze and buckled, stop and
18 think how many thousands of miles of track didn't
19 buckle and how many trains didn't fall off the track.
20 You're looking at, my water's almost gone because I
21 took one swallow out of the glass.

22 For the gentleman that talks about mental
23 stress of his children and himself, the people that
24 run this train love their children just as much as you
25 love yours and love their wife as much as you love

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1 yours and love their family as much as you love yours.
2 and I dare you to tell them they don't. They're
3 competent individuals. They're under a lot of
4 controls. They'll be careful. And we can't preclude
5 a meteorite maybe striking us, but it's just about as
6 likely that will happen as some accident on this train.

7 And as for your children, if you worry and
8 pass that on to your children, you're going to do some
9 psychological damage to them. If you wear glasses,
10 and I wear glasses, I don't see as well as I could
11 without glasses when I drive down the street 'cuz I
12 have a little blind spot right here on the edge, so my
13 peripheral vision is -- also, there's a bunch of other
14 people out there, a lot of good people, a lot of dumb
15 people, who's going to go through life and kill me.
16 If we want to, we can find a million things to worry
17 about. Please don't worry.

18 COL. MCSHANE: Time, sir.

19 MR. MEEKER: Thank you, sir.

20 COL. MCSHANE: Thank you. Linda
21 Kirkbride.

22 MS. KIRKBRIDE: Good evening, Colonel
23 McShane and panel. Thank you for this opportunity.
24 My name is Linda Kirkbride, my address is Meriden,
25 Wyoming 82081. I am a League of Women Voters statute

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1 board member and speaking on behalf of them tonight.

2 As a result of an extensive national-wide
3 grass roots study, the League of Women Voters, both
4 the U. S. league and the Wyoming league, took the
5 position in May of 1984 that our position is that
6 nuclear weapons should serve only a specific function,
7 that of deterring attack on the U. S. until eliminated
8 through arms control.

9 The public announcement -- public -- we have
10 announced public on that position to building and
11 deploying of the MX Missile system as the League does
12 not support any modernization of the U. S. land based
13 ICBM's that would result in weapons that are
14 vulnerable or would increase the incident to attack
15 first.

16 Our questions are, our Congressional budget
17 office report in November of 1987 said in any credible
18 attack scenario, even with no warning, the U. S. would
19 have remained about 3,700 warheads capable of
20 returning the attack. With warning, the figure jumped
21 to 82 warheads. Given these figures, what is the need
22 for an additional 500 counter force or first-strike
23 warheads in maintaining our deterrence?

24 Again, the DEIS does not define adequately
25 the criteria under which the trains would be deployed.

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1 National need, quote, is hardly adequate for the
2 public or Congress to evaluate how often the system
3 would leave the garrison. Therefore, please address
4 if there can be an effective analysis of the risk
5 measurements that are based on the numbers of rail
6 miles traveled.

7 And finally, Senator Cohen, Republican of
8 Maine, said that the Department of Defense briefing
9 implied that the rail garrison system could be later
10 turned into a continuously mobile system. Is that a
11 possibility? Do Air Force contingency plans include
12 such a plan, and what would such a plan do to the risk
13 assessment section of the DEIS?

14 Will this document serve as the Environmental
15 Impact Statement on the Midgetman Missile, which this
16 DEIS said that up to 150 single warhead missiles will
17 be concurrent based with the rail garrison system from
18 1992 to 1997? Please address completely the possible
19 double impact for this community. Thank you very much.

20 COL. MCSHANE: Did you want those
21 concerns addressed tonight?

22 MS. KIRKBRIDE: I'll leave my time to
23 someone else. Thank you.

24 COL. MCSHANE: Thank you. Jim Applegate
25 please.

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MR. APPLIGATE: Colonel McShane, panel. Colonel Branch, welcome back. I'm Jim Applegate, I'm the chairman of the board for the Board of Public Utilities for Cheyenne. We have responsibility for the water and sewer distribution mains and collection mains here in Cheyenne, and we serve the Base as well.

We believe that your draft statement is correct -- that that will not have significant impact if the rail garrison's proposal comes to fruition.

As a private citizen of Cheyenne, I live at 29th and Capitol, center of downtown Cheyenne, I believe that this proposal will be worthwhile to Cheyenne in an economic sense, and I firmly support it.

If the national decision makers and the executive and legislative branches decide that this proposal should go forward, I would encourage the Air Force to have Warren Air Force Base as its top location. I think that the impact of building over \$120 million, potentially, would be good for our community, the impact of the jobs during construction would be helpful to our community, and certainly the remaining impact of some 100 new jobs in the community created by this facility would be worthwhile to our community. Thank you.

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COL. MCSHANE: Thank you. Peter Holcomb.

MR. HOLCOMB: Colonel McShane, I'd like to thank the Constitution of the United States and the Congress for providing me this opportunity. I heard the word no risk or minimal risk or something like that tonight, and it reminded me of the -- the television thing I saw with the Mayor of Henderson, Arizona, where he said, but they told me it couldn't happen.

And I would like the Environmental Impact Statement to assess the government's record of credibility about safety. Remember the space shuttle, Three Mile Island, the explosion in Utah this year, and so on. I think that needs to be evaluated.

I also would like to get some numbers straight. I understand there are 11 bases being considered. In one scenario there would be four missile trains in each case which would total 44 missiles.

COL. MCSHANE: Let me just interrupt. It's -- there are 11 sites being considered, possibly four at some locations. Not all of them would necessarily be used. They're all being considered.

MR. HOLCOMB: They're all being considered, yeah. But if they were all used -- if

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they were all used, that would only total 100 -- that would only total 44 missiles and you're proposing 50 missiles, where would the other 6 be?

In the other scenario where there are 100 missiles to be deployed nationwide, I understand from the DEIS that the missile trains would be increased to 5 at each site, 6 times 11 is 66, and that doesn't total 100 either, that's 34 short. So I'd like those numbers clarified.

The economic part of the No Action alternative needs to be addressed. There are, I'm sure, a number of scientists and engineers employed in developing the missiles and missile trains. If they were employed in the civilian economy, developing exportable goods, what would they do to our balance of payments? A number of studies have shown that fewer jobs are created by major weapon systems than any other way to spend money. That needs to be addressed as far as the economic impact.

There are hundreds of thousands of miles of railroad track, and I'm really concerned about the security. How can security be maintained over hundreds of thousands of miles without, in effect, revoking the Constitution?

COL. MCSHANE: Yes, sir.

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MR. HOLCOMB: That's all?

COL. MCSHANE: Yeah. If you have further written questions you can, of course, submit those.

MR. HOLCOMB: Thank you. I'll leave them on the --

COL. MCSHANE: And you did not want answers tonight; is that right?

MR. HOLCOMB: That's right.

COL. WALSH: May I respond?

COL. MCSHANE: I think he said he didn't want answers tonight.

MR. HOLCOMB: I'd like you to respond to it in the Environmental Impact Statement.

COL. MCSHANE: Haskell Cohen.

MR. COHEN: Colonel McShane and panel, I am Haskell Cohen, I reside at 411 West 7th Avenue in Cheyenne. I happen to have been a recipient of one of the unexpected informational activities that happened. I was flooded out two years ago by a storm that can only happen once in 200 years, but no, we're not supposed to talk about the ethical or moral results of nuclear missiles. But I can't help but address the issue a little bit since it has been brought up by several others here tonight.

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I was called up as a reserve lieutenant in the beginning -- just before World War II, and that same flood that I mentioned washed away some pictures that I wish I had to show tonight. Our guns with a piece of pipe moldered between. We had sufficient weapons and rifles to outfit half a regular Army division, and when war broke out, we had to ship most of them to the Philippines to try and save those lives over there. And we had the March of the Bataan.

My other points that I wish to address, I didn't come with a speech, I just made a few notes tonight. The school has been addressed, the roads have been addressed, the airport impact has been addressed, and public services have been addressed, so I will not take time to repeat those again.

But have been a resident of this city and of this state for some years, and I have yet to see that the general population of this area is not wholly for national defense. And I say that we go ahead with this rail garrison as the most economical feasible method of providing an adequate deterrent to nuclear war. Thank you.

COL. MCSHANE: Thank you. Fred

Schlachter.

MR. SCHLACHTER: My name is Fred

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Schlachter, and I live at 1701 Pinto Lane in Cheyenne. First, I'd like to thank you all for being here for going through this impact statement. It looked like it was a pretty extensive thing.

Speaking on and in favor of the proposal, I'd first like to comment, and I don't really know why I feel a need to comment this, but I happen to know personally one or two of the folks that belong to the Wyoming Against MX, and they, for the most part, seem to me to be pretty decent and well-intentioned individuals, somewhat naive, but decent and well-intentioned nonetheless.

I was going to ask a couple of questions here, but let's call them rhetorical questions. For example, how much did the Environmental Impact Statement cost? Wasn't there a similar study done prior to Peacekeeper first coming here?

It's my recollection from everything I've heard and read that the impacts after Peacekeeper were -- or during Peacekeeper development and deployment were significantly lower than what was predicted in the impact statement, so I would expect similar results after this. I was going to comment also that the money could have been better spent by buying a few more Peacekeepers.

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There have been allegations in the paper and other foras of media that Air Force officials have little integrity or are dishonest or are intentionally misleading the folks in this community. I've lived here on and off since 1972, I served eight years in the Air Force, so I guess that makes me somewhat biased, but I -- my experience has been that Air Force officials have done their utmost with this impact statement and with other endeavors in the past to be honest with the folks of this community, and I appreciate that.

I think the board should consider in the statement that the so-called Wyoming Against the MX, and I say so-called because I don't feel they are representative of this community or the people of the state, I think a lot of them are out-of-towners, I know some of them are locals. It's an extremely, extremely small minority of this community. I believe that they in no way represent a majority of the people in this area.

I suggest that the board might also consider taking a sampling, via survey, of people in this area for a more accurate picture. That's all I have to say.

COL. MCSHANE: Thank you. Sydney

Spiegel.

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MR. SPIEGEL: Thank you for the patient and courteous manner in which you endured this long hearing. I'm Sydney Spiegel, I'm a member of Wyoming Against MX. I'm an infantry combat veteran of World War II, with a bronze star for bravery and combat for the Battle of the Bulge.

I think nobody in this room wants to have nuclear war, but there are two basically different approaches as to how to avoid it. There are those that say we need missiles as Peacekeepers, and there are those that say that we have to wind down the arms race and have less missiles. And we can see in this present business that we're conducting here tonight that we're talking about deployment of more missiles, and we can see in the signing of the INF Treaty the pressure to have less missiles.

Those that say that we who want to wind down the arms race are a small minority are overlooking the crowds that march in Germany and England demanding less missiles, they overlook New Zealand that say they want no missiles, nuclear missiles in their ports, and those that say in Wyoming that we represent a small minority overlook the fact that the Democrat Party which had a majority electing Democrat governor in this state at their last convention resolved, quote,

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1 we are opposed to the escalation of the arms race,
2 specifically, we are opposed to the deployment of the
3 rail based MX in Wyoming.

4 I'm sure that the officers here are, as I
5 said, courteous and patient and sincere, and yet, the
6 nation has been shocked recently by the Pentagon
7 scandals showing that there are some people who
8 obviously are more interested in the continuous flow
9 of excessive profits to their pockets than they are in
10 protecting freedom or patriotism or anything like that.

11 I asked in the previous hearing some
12 questions about the intentional use of the MX Missile,
13 which the three-judge panel at the Court of Appeals
14 had said was a legitimate question. That question has
15 been overruled. The full Court said that the
16 intentional use of the missiles is not a subject to be
17 taken care of at this environmental impact hearing.

18 But I'd like to remind you that our Senator
19 Malcolm Wallop said that the MX Missile is not a
20 defensive weapon, it is an offensive weapon, I'm
21 quoting him, it is an offensive weapon, the only
22 weapon that we have capable of threatening the Russian
23 missiles and their silos. So if we have an offensive
24 system, a question that I think the Eighth Circuit did
25 not outlaw would be a question as to the adversaries'

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1 intentions and adversaries' response to an offensive
2 system threatening their missiles in their silos. And

3 COL. MCSHANE: Time's up.

4 MR. SPIEGEL: And that implies again,
5 then, what is the -- what is the environmental impact
6 of nuclear war on Cheyenne? And is this threat which
7 will make us a bull's-eye Wyoming? Is that one which
8 is motivated from a desire to protect freedom or is it
9 a desire to see that continuous flow of excessive
10 profits to the defense contractors and consultants?

11 COL. MCSHANE: Thank you.

12 MAJOR VAN NESS: Excuse me, sir, I'd
13 like to make a correction.

14 COL. MCSHANE: You may make a correction.

15 MAJOR VAN NESS: Just one point of
16 clarification. You were correct when you stated that
17 the full Eighth Circuit Court of Appeals determined
18 that in the Peacekeeper Minuteman hearing, the board
19 was not to discuss the intentional use of the weapon.
20 You stated the judge had previously heard that case
21 and determined that it was an issue that was to be
22 decided in the EIS.

23 It's a little known fact take the three-panel
24 judge issued a declaratory opinion some two weeks
25 after they initialed their initial opinion, and in

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1 that, clarifying an addendum to the initial opinion.
2 They also concluded that a discussion of the
3 intentional use of other weapons' use was for the
4 scope of the national Environmental Policy Act.

5 COL. MCSHANE: Larry Atwell please.

6 MR. ATWELL: I'm Larry Atwell, executive
7 vice president of the Cheyenne Chamber of Commerce.
8 I'm here speaking on their behalf this evening. The
9 Cheyenne Chamber of Commerce through a special
10 committee has reviewed the Draft Environmental Impact
11 Statement for the Peacekeeper Rail Garrison program
12 and finds that the proposed project should not adversely
13 affect, impact, the greater Cheyenne area from the
14 position of undue burden of the community's
15 infrastructure, facilities, and services.

16 Francis E. Warren Air Force Base and its
17 predecessor facilities have been good neighbors and
18 supporters of our community for well over 100 years.
19 Since its beginning as a military installation, the
20 men and women of the Base have contributed to the
21 overall welfare of our community, as well as meeting
22 their requirements of their mission.

23 The following areas were given specific
24 scrutiny in the light of the Chamber's mission in the
25 community and addressed herein as follows:

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1 Transportation, the Randall Avenue Interchange has
2 outlived its 20-year design life. The interchange was
3 not designed to handle the significant traffic
4 increase from the F. E. Warren north alternative.

5 The Randall Avenue exit is the main entrance
6 to F. E. Warren, but it is also the main entrance to
7 our Capitol city. Traffic during the construction
8 phase will create congestion and have potential for
9 accidents whether alternative north or south are
10 selected.

11 The main gate off Randall must be moved back
12 and the on/off ramps of Randall and I-25 exit must be
13 redone. The new on-base park in place of the Mary
14 base housing in conjunction with transportation.

15 The building phase of the rail garrison will
16 create traffic snarls and congestion. The EIS concurs
17 with this analysis but suggests that this will only be
18 during peak traffic hours. Considering this as low
19 impact is not in the best interest of our
20 transportation system. These changes are needed to
21 mitigate the increased travel due to the location of
22 the rail garrison.

23 Number two: housing, the need for additional
24 housing is noted in the report; however, it is the
25 position of the Chamber that the Air Force take a more

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1 affirmative role in ensuring that the private sector
2 at the local level be induced in meeting the
3 identified demand, both on and off the Base. The
4 final EIS should identify mechanisms to achieve a
5 satisfactory balance.

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6 Three: education, the Air Force has
7 identified impacts anticipated in this area and past
8 responses by Air Force have been commendable. The
9 Chamber wishes to encourage the Air Force to ensure
10 that the community is provided with the means to
11 mitigate identified impacts which might occur in the
12 local education system.

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13 Four: economic, the proposed project is
14 projected to have a positive impact on the community.
15 Although this is important, it is our desire to ensure
16 long-term benefits to the community. It is, therefore,
17 desirous that the Air Force consider mechanisms
18 whereby business development which occurs from this
19 program generates localized opportunities. These
20 opportunities could be the seeds to strengthen our
21 economy.

22 In conclusion, we wish to state that our
23 committee will submit a more specific comment letter
24 by the August 30, 1988, deadline, and we will continue
25 to support the men and women of Francis E. Warren Air

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1 Force Base as they strive to carry out their mission.

2 We thank the Air Force for the opportunity to
3 review and comment on the EIS and we have the
4 confidence in knowing that our issues will be
5 addressed and that with all of us working together as
6 we have in our long history, we will, as a business
7 community, strive to assist you, our Air Force, in
8 meeting the demands of your mission. Thank you.

9 COL. McSHANE: Thank you. I would note
10 that that was 31 August. You have until 31 August,
11 not 30 August. Eileen Starr.

12 MS. STARR: My name is Eileen Starr, I
13 reside at 515 East 21st Street in Cheyenne, I'm a
14 private citizen. I want to thank the Air Force for
15 giving me this opportunity to express my opinion at
16 this public hearing. I ask that answers to my
17 questions be addressed in writing.

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18 I think this hearing is especially
19 significant since the MX Rail Garrison project has not
20 been authorized by Congress. The Air Force has
21 complimented each and every one of us in this audience
22 tonight. For those of you who received the Draft EIS,
23 the Air Force believes that each one of you is a
24 skilled speed reader.

25 Let's take a look at this monumental thing

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1 that the Air Force expected most of us to read in
2 three weeks or less, and what a delight to read. The
3 manuscript is littered with initials and acronyms,
4 such as MOB, LOE, IFRA, NK, ICBM, SS, MG, and last
5 but not least, RV. Now, the Air Force didn't mean
6 recreational vehicle, but it means Reentry
7 Vehicle, that part of the missile that carries the
8 bomb.

9 The preparers of this document use so many
10 initials that they needed 23 pages to address the
11 glossary of terms and acronyms. The Air Force also
12 decided that we all had IQ's of at least 140 or more
13 and knew that we could absorb highly technical
14 material quickly, such as rad tran versus has tran.

15 Now, how is this system going to work? The
16 Air Force states, quote, "When directed by the
17 national command authority, trains could be moved onto
18 the rail network within several hours of notification,
19 Peacekeeper trains could disperse over thousands of
20 miles of track, thereby complicating the enemies'
21 target."

22 Within several hours? It takes less than 30
23 minutes for an ICBM to come from the Soviet Union to
24 Wyoming. Does this mean there will be missile trains
25 running around on the track all the time so that the

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1 military is always prepared, just in case?

2 We ask the Air Force to address the No Action
3 alternative. Their response was, quote, "With this
4 Alternative, the Peacekeeper Rail Garrison System
5 would not be deployed." Clever answer. Actually,
6 this was not addressed at all. It's very disappointing.

7 The safety considerations for the Rail
8 Garrison System are enormous. Last year alone there
9 were over 2,500 rail accidents within the U. S. Over
10 56 accidents released hazardous materials, but the Air
11 Force assures us that there is no problem.

12 In their estimate, in the absence of a mishap,
13 the materials in the Peacekeeper Missile would impose
14 an extremely small health risk. What happens if there
15 is a mishap? Do you remember what happened at Henderson,
16 Nevada?

17 Additionally, remember what happened at the
18 Morton Thiokol plant over Christmas in Utah? People
19 were killed when the solid fuel propellant ignited.

20 COL. McSHANE: Time.

21 MS. STARR: Pardon me?

22 COL. McSHANE: Time.

23 MS. STARR: Thank you.

24 COL. WALSH: Excuse me, sir.

25 COL. McSHANE: Colonel Walsh.

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1 COL. WALSH: I'd like to make a
2 correction please. The No Action alternative is
3 included in the document and it is entitled The
4 Existing Future Base Line, and in fact, there is more
5 time and effort provided to that than the various
6 alternatives. It establishes the base line upon which
7 we superimpose the impacts of the system.

8 And the other correction I would like to make,
9 we do, in the safety section, consider the results of
10 a mishap or instance or accident, and we look at what
11 the consequences could be. We look at two situations;
12 what's going to be the consequences of a railroad
13 accident, what is the hazard imposed to the public if
14 there is a mishap from radiation, et cetera, and then
15 what is the hazard imposed on the public to an
16 accident which causes the missile to explode or ignite.
17 Thank you.

18 COL. McSHANE: Annette Aldrich.

19 MS. ALDRICH: Thank you, gentlemen, for
20 coming. My name is Annette Aldrich, I live at 3
21 Harrison Drive, Livermore, Colorado, 80536. Although
22 we live in Colorado, we are just over the line, our
23 property backs up to the state line, and we spent 40 --
24 30 years living in Cheyenne.

25 My question or one of the questions I would

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1 like to address to you gentlemen, if this becomes the
2 Operating Base, it would stand to reason that we would
3 be one of the primary targets for any incoming missile.
4 If so, what provisions will the Air Force make to
5 inform the public and provide for their safety? If
6 this is not your responsibility, whose is it? Is it
7 the City's, is it the State's, is it the federal
8 government?

9 What possibly can be done with the elderly,
10 the children, and all the others in the city who may
11 not have radios on or maybe none? And if they can
12 come in within 20 minutes, is there any way that the
13 citizens of this city or this state can be protected
14 about -- from any incoming missiles?

15 And there's another thing on the county and
16 city I would like to ask that I have heard and I would
17 like a correction on or an explanation of. All roads
18 leading to the Base are the responsibility of the City
19 and the County, are they not, or maintenance and for
20 snow clearance? And will the Base and their entrances
21 take priority over any other City activities, any
22 access to hospitals or schools or any other parts of
23 the city? Will the Air Force take priority over these?

24 As I said, we live in the country, and we're
25 within a quarter of a mile of the Union Pacific

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1 Railroad with a very great siting that can take all of
2 the freight trains. This has been worked on recently,
3 and I imagine it's for the sake of the missiles.
4 We're less than 30 miles out of town.

5 My question, like Sister's, was, if a missile
6 is launched, will these railroad tracks be destroyed?
7 Will this completely prevent any other future use of
8 these railroads and will there be ensuing fires?

9 I'm a graduate home economist with a Double
10 major in history, and as a home economist, I was
11 taught there are three basic human needs: food,
12 clothing, and shelter. And I was recently reading the
13 International Business Filings for nuclear war, and
14 I'd like to quote, "The people of the world may be the
15 ultimate victims of the bomb, but they are not the
16 consumers of it. Government is the consumer of it."
17 This means the people with their labors, their taxes,
18 had paid for something they do not wear, eat, or can
19 use as housing.

20 I understand that half the world's population
21 goes to bed hungry. I also heard a statistic recently
22 that we Americans consume 40 percent of all the
23 world's production, and yet we represent only 10
24 percent of its population. So I will --

25 COL. McSHANE: Time, ma'am.

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1 MS. ALDRICH: So I wonder, too, what
2 will become of us.

3 COL. McSHANE: Did you want answers to
4 those questions tonight?

5 MS. ALDRICH: No, I do not, I would like
6 them answered in your statement.

7 COL. McSHANE: Thank you. Eileen Lappe.

8 MS. LAPPE: Thank you, gentlemen. I was
9 afraid I might not get up here to ask my very
10 important question. I'm a veteran, the wife of a retired
11 military man, and a member of the Wyoming Against the
12 MX. I would like an answer to this first question,
13 you have not discussed the missile in Titan II,
14 because it -- because it is not in a hardened silo, it
15 must necessarily be a first-strike weapon.

16 Now, any weapon of war is supposed to make
17 conflict worthwhile, someone should win. The arrival
18 time of a missile from Russia is 30 minutes. Since it
19 takes two and a half hours to get an MX on the rails,
20 it is obvious the missiles will have -- the missile
21 will have to be fired from the Base to be usable.

22 The Russian missiles and our missiles will
23 both be fired and both be enroute, probably crossing
24 each other. They will both reach their targets.
25 Neither of us will know anything after that. Can you

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54 1 please explain the logic of this. I would like an
2 answer to this.

55 3 I also -- I have some questions -- I have
4 several questions about the rails. The people who
5 work on the rails, I wonder if they will be tested for
6 drug and alcohol abuse. Will they and the members of
56 7 the military that are on the trains be given hazardous
8 duty pay and will they be under the Human Reliability
9 Program?

57 10 I also would like to know if in the open when
11 the rails go through towns, if -- who will be in
12 charge? Will the military supersede civilian
13 authority?

58 14 And now, as I said, I was in the service and
15 around it for a long time, I would like to know -- I'd
16 like you to know I know the military mind, so when I
17 called the Public Affairs office and was told that the
18 16-story missile assembly building would be
19 camouflaged, I wasn't surprised. I would like to know
20 if this camouflage will be summer green, fall brown,
21 or winter white, and are we going to have a streak of
22 blue across the sky? Thank you.

23 COL. McSHANE: Ma'am --

24 MS. LAPPE: I'd like an answer to the
25 last question.

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1 COL. McSHANE: Go ahead, Colonel Walsh.

2 COL. WALSH: First of all, to the first
3 question concerning the survivability of the system, I
4 should point out to you that on a day-to-day basis,
5 the Soviet Union does not have sufficient forces
6 deployed to successfully attack the Triad. That is
7 our forces upon us, ICBM's, and submarine forces.

8 If you were to attack from that particular
9 posture, he would know that certain aspects would
10 survive and be able to launch a retaliatory attack
11 that would impose unacceptable damage on him. I don't
12 believe any rational Soviet leader would make that
13 decision.

14 If he were to start bringing up additional
15 forces so that he could launch a credible attack
16 against the entire Triad, we are very confident in our
17 abilities to identify such movement, for instance, the
18 movement of a submarine to sea. Most of the time his
19 submarines are in port.

20 Having seen such movement, then that would
21 give us ample time so that we could start dispersing
22 our forces, putting our submarines to sea, dispersing
23 our other forces, and dispersing our trains. So while
24 we're saying our trains could be dispersed in two to
25 six hours, we probably have seven -- a week to two

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1 weeks in order to actually accomplish the dispersal
2 because it's going to take that long to accomplish his
3 posturing of his forces.

4 MS. ALDRICH: Now, I asked the Colonel
5 about a missile that comes in, in about half an hour.

6 COL. WALSH: As I indicated, we would
7 have ample time to disperse our forces, so therefore,
8 we would not be in a position of having to respond
9 immediately. We give -- he would not be able to
10 target those forces because he would not know where
11 they are. Not knowing where they are and knowing that
12 he cannot take them successfully and that they would
13 survive and be able to impose acceptable damage on him,
14 he would not attack in the first place, and that's the
15 meaning of deterrence.

16 The next issue that you raised concerns the
17 railroad personnel. We do not at this time have any
18 authority to impose any drug testing on the personnel
19 that operate the commercial railroad system. As far
20 as military authority off base, unless martial law is
21 declared, we have no authority off base. When we move
22 our missiles on the road, we have an escort of the
23 local constabulary, they're the ones that take the
24 appropriate actions. We do not have that authority.

25 And with respect to the missile assembly

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1 building you were concerned about, it was a concern
2 raised by the people living adjacent to the eastern
3 border of the Base that the building would be a very
4 visual eyesore. Because of that concern, we relocated
5 the building to the extreme western portion of the
6 Base, so that as profile, it falls within the mountain
7 range.

8 And then to further reduce the stockiness
9 against the mountain range in the background, we
10 looked at painting it a pale blue so it would blend in
11 with the skyline and not be obtrusive to their visual
12 -- to the vision. So that's what they meant by
13 camouflage. Do not think of camouflage as for the
14 Army putting camouflaging over tanks. It's just a pale
15 blue so the building will blend into the skyline.
16 Thank you very much.

17 COL. McSHANE: John Clay.

18 MR. CLAY: Colonel McShane and gentlemen,
19 I appreciate the opportunity to appear here tonight.
20 My name's John Clay, I'm a private citizen, I live at
21 5400 Meadowbrook Drive here in Cheyenne. I appear on
22 my own behalf. I'm a businessman and a community leader
23 and I've lived here for 17 years, raised my family
24 here in this town.

25 The Atlas Missiles were here when we came.

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1 next generation was the Minuteman group, and then, of
2 course, recently the Peacekeeper was deployed. So
3 we've lived side by side with three generations of
4 missiles. I've not been harmed or even scared by the
5 fact that they're here.

6 I'm here tonight to testify that the 90th
7 Strategic Missile Wing is as professional as they come.
8 The community supports the Air Force and F. E. Warren,
9 and this strong support is reciprocated in many ways.

10 Cheyenne and the railroad are about the same
11 age. Here again, we've lived with trains, we have
12 people who know how to operate them. We have two
13 major rail lines through Cheyenne. We are not
14 qualified to make the judgment on the need for the
15 rail garrison, but we are qualified to promote F. E.
16 Warren as the home base of the -- of the rail garrison.

17 We have capability to handle the missiles,
18 the railroads, to carry the trains out to their new
19 homes. We have a large majority of the people in
20 Cheyenne who believe in the people at -- or at F. E.
21 Warren. And we like them as friends and we like them
22 particularly as professional missilemen. Thank you
23 very much.

24 COL. McSHANE: Thank you. Anne Ralord.

25 MS. RAFORD: My name is Ann Rathford, I

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1 as from Scottsbluff County, Nebraska. I appreciate
2 also the opportunity to participate tonight as is my
3 right as a U. S. citizen. It would be appreciated
4 more, though, if it was a bit more convenient for me.
5 And that's my first point, not my personal convenience,
6 but after I participated in the scoping hearing, I
7 went back to and asked my county commissioners and the
8 county civil defense, and no one had heard anything
9 about this, the possibility of the MX Rail Garrison.

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10 According to the map on page 4.1-4 of the DEIS,
11 it appears that the rails through western Nebraska,
12 particularly the southern panhandle, would be used in
13 time of national need, and it appears to me that there
14 should be some consideration of informing the people
15 that would be -- have to deal with that.

16 To that end, I will send you addresses of
17 county governments in the Nebraska panhandle, along
18 with my written statement, in hopes that you will
19 inform them of the possibilities.

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20 My second point has to do with those times of
21 national need. I asked at the last hearing that that
22 be defined, and I couldn't find that defined
23 specifically in the DEIS.

24 My third point is in respect to supplementary
25 documents that are noted here and there in the DEIS.

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1 I don't have the slightest idea how to put my hands on
2 those supplementary documents and would appreciate if
3 there are supplementary documents referred to in the
4 EIS, that they be -- that there be some notation about
5 now to acquire those, or if they are security kind of
6 documents that should not be -- that I can't get.

7 My fourth point is that in section -- on page
8 4.2-29, in the transportation section surrounding
9 F. E. Warren, there's nothing about the railroads
10 addressed. It seems that there should be something
11 specifically addressed in that section, even though
12 there is some addressing of the issue of railroads in
13 the national section. I think I've gotten to the end
14 of my statement. Thank you very much.

15 COL. McSHANE: Thank you. Did you want
16 any of those addressed tonight?

17 MS. RAFORD: No, I don't.

18 COL. McSHANE: Thank you. Fred Baggs.

19 MR. BAGGS: My name is Fred Baggs, I'm a
20 native Wyomingite, Cheyenneite, and a businessman in
21 this community for over 40 years. I understand the
22 purpose tonight is to give input to identify
23 environmental issues not already addressed in the
24 Draft EIS.

25 For the most part, with few exceptions, this

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1 will not happen since members of the Wyoming Against
2 MX are here in some small force this evening is to
3 some degree being spent having statements made on that
4 group's philosophy.

5 First, let me say that I resent to some
6 degree their name, because there simply is no case
7 that can be made for the position that Wyoming is
8 against the MX, in fact, the contrary is true. In
9 Cheyenne at an Armed Forces Appreciation dinner held a
10 month or so ago, there were over 500 persons in
11 attendance paying honor to the fine men and women who
12 choose to service their country.

13 The fact that Wyoming Democrats have a plank
14 in their platform on that position to nuclear arms
15 does not alter this fact nor prove their point, most
16 everyone in this auditorium, in this state, and the
17 nation, are against nuclear arms.

18 The fine men and women at Warren Air Force
19 Base are the same people we civilians are. They love
20 their country, their homes, their families, they have
21 horrors of war and want only a peaceful coexistence
22 with the rest of the world.

23 To maintain this peace is the purpose of the
24 decision by leaders of our country. We have deployed
25 the Atlas, the Minuteman, the Peacekeeper. Our

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1 governaent has placed its military mind on the site of
2 deterrence. Our system has maintained peace for us
3 and has brought the Soviets to the bargaining table.

4 We treasure personal freedom in this country.
5 Our system of deterrence guarantees that freedom. The
6 rail garrison concept is an efficient extension of
7 that system. We have lived with missiles in Cheyenne
8 since the 50's, and they pose no problem for our
9 citizens whatsoever.

10 The fact that our governaents spend millions
11 of dollars studying the impact of a missile system on
12 communities, such as ours, speaks for their concern
13 for their citizens. I am reasonably sure there has
14 never been an EIS study in the Soviet Union. This
15 community should wholeheartedly support the deployment
16 of the Rail Garrison Peacekeeper and thank our
17 government leaders for their effort to preserve our
18 freedom. Thank you very much.

19 COL. McSHANE: Thank you. Dick Loseke.
20 Maybe I mispronounced it. Dick L O S E K E, are you
21 here? Apparently not. Peter Cook.

22 MR. COOK: Colonel McShane, panel, thank
23 you for coming tonight. Thank you for letting me air
24 my views. I am Pete Cook, a Cheyenne native, a
25 Cheyenne businessman, born and raised in Cheyenne,

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1 Wyoming. I'm the current military affairs chairman of
2 the Chamber of Commerce, but I am speaking tonight as
3 a private citizen.

4 Being raised in Cheyenne was and is by choice.
5 I have a great love of my city and its citizens, and I
6 would not knowingly do anything to harm them. I'm
7 speaking in favor of the long, solid, lasting
8 relationship we have had with the military before and
9 during my lifetime. We've given the utmost support to
10 them, and they, in turn, have reciprocated by
11 providing us with a sound, friendly, safe environment.

12 Naturally, some problems arise in
13 relationships such as this, but through cooperation
14 and understanding of both the military factions and
15 civilian factions, we've always been able to solve the
16 problems to the benefit of all.

17 P. E. Warren has been the home of ICBM's for
18 10 years now. They have operated safely through all
19 of that time, and all that time have been a mainstay
20 of the deterrence force of the United States.

21 Cheyenne has always been a rail town. We
22 grew up with the railroad and know how to live with
23 them. I'm not here to debate whether the rail
24 garrison is the deterrent that we should be employing.
25 Many great minds have already debated that issue, have

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1 come to the conclusion that it should be deployed.
2 I'm here to support the fact that given this
3 conclusion, that Cheyenne, Wyoming, has been selected
4 to be the Home Base for this program.

5 But once again, the fantastic relationship
6 and cooperation of Cheyenne, its citizens, and the
7 military personnel and their ladies of the P. E.
8 Warren Air Force Base, will work together for this
9 program to the benefit of our city, our state, our
10 citizens, and our country. Thank you.

11 COL. McSHANE: Thank you. Since we got
12 started a few minutes late, I'm going to take the next
13 two cards and then we'll wrap it up. Alvin Aldrich.

14 MR. ALDRICH: Colonel McShane and panel,
15 I think my questions have been covered to some extent,
16 but since you stayed here so long, I'll let you have
17 the benefit of them anyway. I'm a retired doctor,
18 former chief of staff at the Cheyenne VA Hospital. I
19 live at Harrison Heights 20 miles west of here near
20 the railroad.

21 In reviewing the Draft Environmental Impact
22 Statement of the Rail Garrison Program, I find it says
23 very little about the impact of No Action alternative.
24 Out of 760 plus pages, there are only 61 lines which
25 address the No Action alternative.

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1 It ignores the major economic impact this
2 option would have nationally, not to spend 15 billion
3 or more on the MX garrison, but would be a major
4 impact to slow our spend and borrow, spend and borrow
5 policies of the Reagan administration, either by
6 trying to reduce our gigantic national debt or on
7 highways, health, and education.

8 If this money was turned back to these
9 civilian programs, many more jobs would be produced.
10 A recent article showed that military spending creates
11 6,400 fewer jobs than spending for things like richer
12 health or education.

13 It also does not address the desirability or
14 undesirability of putting Cheyenne through another boom
15 and bust cycle, which it has so many of.

16 And on the safety issue, I understand that
17 there are over 200 accidents a year, to introduce a
18 this seems foolhardy, even with the highest technology
19 and the best trained people we have. We have ample
20 evidence in the news that the terrible accidents do
21 occur, which you're all familiar with.

22 Are we just one train or plane accident away
23 from extinction of everyone in Larimer County? That's
24 a hypothetical question. I wonder if the Air Force
25 were to evaluate a fire fighting station, would they

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1 evaluates it only when there's no fire, would they
2 evaluate it by how clean the engines were and how the
3 cooking was?

4 That is what we are being presented with,
5 with the present EIS process, and it includes the
6 evaluation of the impact of wartime use of the rail
7 garrison. I think that is absurd. Thank you.

8 COL. McSHANE: Thank you. And Pete
9 Iloway.

10 MR. ILLOWAY: Thank you, Colonel McShane.
11 It's an honor to be last, I think. Gentlemen, Colonel
12 Branch, it's nice to see you. Unfortunately, more of
13 Cheyenne's citizens are not here tonight. This
14 auditorium should have been filled with the citizens
15 of Cheyenne that show support for the deployment of
16 the rail garrison, and that's always the way. The
17 people that really want it really don't show up, they
18 let other people do their talking.

19 I believe that the majority of the people
20 want a strong national defense. It would certainly be
21 nice if everyone all over the world could disarm at
22 the same time, but that's not going to happen. We
23 want a strong national defense. We want the rail
24 garrison here in Cheyenne.

25 Francis E. Warren Air Force Base has been

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1 moving missiles and other munitions for over 25 years
2 with no problems. Why now do we think there will be a
3 problem? Let's not create something for the sake of
4 fear itself. The rail trains are safe and they're
5 probably safer than other movements that have been
6 going on.

7 I would, however, urge you to take a closer
8 look at the south site. Yes, I agree it's probably
9 more money, but it would be away from the populated
10 area of Cheyenne. It would also eliminate some of the
11 people saying that it would destroy their looking over
12 towards the mountains. I believe the extra cost of
13 land and excavation and roads might be worth the
14 lessening of the opposition over the north site.

15 Warren Air Force Base has been a good
16 neighbor and a friend of Cheyenne for many years, and
17 I believe the community supports the Base and the
18 deployment of the Peacekeeper Missiles. We've worked
19 well together. Let's continue. Thank you, gentlemen.

20 COL. McSHANE: Thank you. We will
21 conclude the proceedings at this time. Please
22 remember that you have until 31 August to submit
23 written materials to be included in the transcript of
24 the hearing. Once again, oral and written statements
25 or comments will be afforded equal weight.

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1 Officials of the Air Force appreciate your
2 efforts to come out tonight and contribute your views
3 to this public hearing. Thank you. This public
4 hearing is adjourned at 10:07 p.m.

5 (Hearing proceedings concluded
6 10:07 p.m., August 10, 1988.)

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C E R T I F I C A T E

1 I, MONICA MADRID a Registered Professional
2 Reporter, do hereby certify that I reported by machine
3 shorthand the proceedings contained herein and that
4 the foregoing 118 pages constitute a full, true and
5 correct transcript.

6 Dated this 22nd day of August, 1988.

7
8 
9 MONICA MADRID, RPR
10 Court Reporter

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PUBLIC HEARING CONCERNING PEACEKEEPER RAIL GARRISON
PROGRAM

(Held on July 26, 1988 at Bossier Civic Center,
Bossier City, Louisiana)

PRESIDING OFFICER: Col. Mike McShane

PANEL MEMBERS: Col. Branch
Maj. Van Ness
Lt. Col. Peter Walsh
Fred Hickman
Dr. Kramer

REPORTED BY:
Mark Stottels
Certified Shorthand Reporter

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question statement cards you earlier filled out. We will have a panel up here. If you want to ask a question of the panel or you have a statement to make, we will take those cards and we will start with the public officials and elected officials and they will make the statements first and after that, other individuals will be given an opportunity to speak. We will take as many people as we can in the time that we have allotted here tonight. We will take a ten minute recess now.

(Whereupon, there was a short recess taken at this time.)

PRESIDING OFFICER: I would like to start this session by having Col. Walsh introduce the other members of the Air Force team who are here to answer any questions that you may have of the Environmental Impact Statement. Col. Walsh.

COL. WALSH: On my immediate right is Maj. Van Ness, who will be responsible for questions in regard to legal matters. On my far right is Col. Branch, and he will be responsible for responding to questions on operational matters. On my immediate left is Mr. Hickman, and he will be responsible for any questions relating to human resources. He works for Tetra Tech Corporation. He is under contract with the Air Force

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for preparing the Environmental Impact Study. On my extreme left is Dr. Kramer, and he also works for Tetra Tech Corporation. He will be responsible for responding to questions on physical resources. Thank you.

PRESIDING OFFICER: Thank you, Col. Walsh.

We now turn to the question and answer period of this public hearing. This time is set aside to allow you to ask any questions about the content of the briefing and the Draft Environmental Impact Statement. Once recognized by me, I would ask that you step up to the microphone. We want all present to be able to hear your questions and statements and we need to record it for the record as well. Please state your name and your affiliation or address and ask your questions or make your statement. As I indicated before, I will start with individuals that we have identified as elected officials. Mayor Don Jones?

MAYOR JONES: Over fifty years ago, a group of citizens had the vision and courage to guide our area in a new direction. A direction filled with hope and dreams, hope for a prosperous and secured future for both our community and our nation. Barksdale Air Force Base became a reality and through the years its wisdom to meet the challenge of its mission with excellence. America remains a free nation because of the dedicated

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men and women of Barksdale and other similar installations across this country and the world.

We should never forget the true meaning of the phrase Only the Strong Survive. The deployment of the Peacekeeper Rail Garrison System at Barksdale Air Force Base is the vehicle needed to ensure the future freedom of our democracy. The missiles will not present any increased threat to the Shreveport-Bossier area and the system would, in fact, enhance our national defense because of Barksdale's strategic location in the United States.

To those who question the impact on the environment, studies have shown that no long-term problems are anticipated. To those who would be concerned over the additional traffic, control measures can be instituted to alleviate the possible heavy traffic conditions while the construction of our Red River Parkway is underway. The concern of traffic congestion and the potential for impact on the American alligator and the Red Cockaded Woodpecker are secondary to the concern that must be first and foremost, our capacity to survive as a free nation: fully prepared to defend itself. This ability in and of itself becomes a deterrent to the threat of nuclear war.

General Jim McCarthy's statement that the most

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important service that government can do for the people is to keep them alive and free and it is certainly true. It is equally important to say that the service rendered has been bought with the blood, sweat and tears of those who died so that you and I might come here tonight as free individuals.

The same determination that sparked the inception of Barksdale Air Force Base is still prevalent in our community today. Therefore, on behalf of the citizens of Bossier City, let me reiterate our pledge of full support and commitment to the Peacekeeper Rail Garrison System being employed at Barksdale Air Force Base.

I also have a statement to read for Col. Walsh and inclusion in the record from the Governor of the State of Louisiana. The letter reads, "Dear Col. Walsh: The location of the MX Peacekeeper Rail Garrison System at Barksdale Air Force Base has my support as you know from our earlier letter endorsing the placement of this project in the Shreveport-Bossier area. As the review of Barksdale as a site undergoes the second public hearing for discussion of the environment concerns, I wish to express my continued support for basing the Peacekeeper here in northwestern Louisiana."

I know that my friends and neighbors from the 4th District are committed wholeheartedly to meeting the

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national defense needs of our nation and to welcoming the Air Force personnel who will be assigned to Barksdale with the Peacekeeper.

I pledge the technical assistance and support of the Louisiana Department of Wildlife and Fisheries and other relevant state agencies to work with you in the development and implementation of a mitigation plan to offset any adverse impacts to fish, wildlife and resources, particularly wetlands. Sincerely, Buddy Roemer, Governor of the State of Louisiana."

I would also like to include in the record that I propose that consideration be given to mitigation of this project and 160 some acres impacted with city owned property that exceeds 150 acres in an adjacent area to the base properties, and we would discuss that in the mitigation process. Thank you very much.

PRESIDING OFFICER: Mayor John Hussey.

MAYOR HUSSEY: Thank you. I thought he was bringing me a stool there. Judge McShane and Col. Walsh and other members of the panel. I am John Hussey and I am Mayor of Shreveport, Louisiana.

I want to first commend the Air Force on the very thorough job which has been done on the Environmental Impact Statement. I have read a lot of these. I think this is a very fine one. We appreciate the work you

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have done.

Of the statement, the EIS evaluated ten Environmental Impacts. Barksdale Air Force Base's location had a high level of impact only on one of these impacts. On all of the others, on nine of them, the impact level was either low or not significant. In any one's books, you will find out that nine out of ten is fine score.

As the Mayor of the City of Shreveport, I am concerned about our environment, about the effects of anything that we build on our air and our water and also the other item, that is, the Environmental Impact Statement. I am also concerned about our community's economic well being and about the defense of our country. I believe that all of the environmental concerns that are pointed out in the environmental impact statement can be addressed. We have had many other major institutions locate here: General Motors, AT&T Plant, of course, the Barksdale Air Force Base, et cetera. These have impact on our environment. But the beneficial effect of those far outweigh any environment adverse impact. I think that will be the same story with the Peacekeeper Rail Garrison.

As the Mayor of the City of Shreveport, I also want to join with Mayor Jones and Governor Roemer to say that

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1 we pledge the resources of the City of Shreveport to
2 work with the Air Force to mitigate the impacts and
3 welcome the Peacekeeper Rail Garrison to the Shreveport-
4 Bossier area. Thank you very much.

5 PRESIDING OFFICER: Mr. Joe D. Waggoner.

6 MR. WAGGONER: Thank you very much for the
7 opportunity to be here this evening. I, perhaps, better
8 understand why you are here, because I am part of the
9 providing for these Environment Impact Statements.
10 Although I didn't go quite as far as some have, I mean,
11 those are going to be too concerned about national
12 security as compared to the inhabitants of local jails
13 that might be an impact on Hainstrom Air Force Base when
14 we consider an impact statement like this. But I know
15 we are here because we are facing a serious problem in
16 this nation and the legacy of this century has to do
17 with the unleashing of the might, the power and of the
18 atom. We Americans have a way to do ourselves in. We
19 have let the idea of our impending violation make us
20 parallel under certain circumstances.

21 The people in this area when you consider an Impact
22 Statement are not paranoid. The people here in this
23 area are not irrational, because nuclear weapons are not
24 what some people cause it to be. We know that nuclear
25 weapons here in this area ended World War II. The

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1 people in this area know that nuclear weapons have
2 precluded a conventional World War III, which would have
3 killed literally millions and millions and millions of
4 other Americans. We realize here when we consider the
5 socioeconomic circumstances, the cultural impact, that
6 nuclear weapons are not going to be bothersome.

7 We know that there will never be a totally perfect
8 defense, but we know here as Americans, as responsible
9 citizens of this community, the Shreveport-Bossier area,
10 that peace and freedom for Americans can't survive
11 unless we Americans lead and if we, the United States,
12 with which brought us from the world scene and we think
13 about peace and providing peace and freedom, it is
14 questionable at the best that we advocate our
15 responsibility to our people and to other people who
16 depend upon us and we leave that leadership to one
17 simple power whose motives at best are questionable.
18 So, we are not totally taken in by what turns out to be
19 a new word, some people call it Glascoet today.

20 We recognize here that the best brains, the best
21 leadership we have in the United States of America says
22 of today that the best we can do in the way of our -- in
23 the utilization of the Peacekeeper, the Rail Program, we
24 can provide another aspect of our necessary defense that
25 we need to. We are here to tell you that there is

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1 nothing in this area that won't be accepted that will be
2 affected to the extent that anything will be disrupted.

3 It is absolutely safe that we have some -- it is
4 true to say that we have some people here, we are a
5 little bit more congested than some other areas under
6 consideration, but consider the cost if you want to
7 consider that, to go out no where and start from
8 scratch. Utilize what we have got and what we can
9 provide, but utilize our people in support of the
10 security needs of our country. We can meet your every
11 need. We will do it gladly. Thank you for coming to
12 hear us.

13 PRESIDING OFFICER: Thank you, sir. Jenny
14 Homza.

15 MS. HOMZA: I am Jenny Homza. I work for U.
16 S. Senator J. Bennett Johnston in Shreveport and the
17 Senator has asked me to read his statement.

18 "I send greetings to those of you attending the
19 public meeting on the proposed MX Rail Garrison at
20 Barksdale Air Force Base. Regretfully, the business of
21 the Senate prevents me from being here to listen to your
22 important concerns. I feel strongly that the MX Rail
23 Garrison Proposal will be the net benefit for the State
24 of Louisiana. It is a significant project for Barksdale
25 and for Shreveport-Bossier City that will provide much

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1 needed jobs for our area. The project will also bring
2 untold millions of dollars into northwest Louisiana each
3 year.

4 While this proposal is important for Louisiana, I
5 agree that we at the Congress much encourage the U. S.
6 Air Force to alleviate the effects on local environment.
7 The Environmental Impact Statement prepared by the Air
8 Force for Barksdale states that, and I quote, "The
9 design of the garrison and the alignment of the rail
10 spur will minimize the total impact disturbance of this
11 location within a program engineering and safety
12 requirements." Little adverse impact is foreseen for
13 the threatened and endangered species such as the
14 American alligator and the woodpecker. I fully expect
15 the Air Force to take the proper mitigation measures to
16 ensure that the impact of the environment is minimal.

17 I hope that this public meeting is successful in
18 the purpose it serves. The MX Rail Garrison System is
19 strategically sound and is a sensible project that I
20 hope you will join me in strongly supporting it."

21 I have also been asked to read a statement from U.
22 S. Senator John Breaux.

23 "I regret that I am unable to attend the meeting
24 due to a heavy Legislative schedule in Washington at
25 this time. I am aware of some concern that has been

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expressed about the loss of habitat if the MX Rail Garrison is constructed on the refuge at Barksdale. As you know, I have a long standing commitment concerning the conservation of endangered species and will work with the U. S. Fish and Wildlife Services and other interested parties to make sure that this program proceeds without endangering the continuing existence of wildlife.

I look forward to continuing our collective efforts in this proposal and if I can be of further assistance, please do not hesitate to contact me." Thank you.

PRESIDING OFFICER: Thank you. Dale Sibley.

MR. SIBLEY: Good evening, my name is Dale Sibley, District Manager for Congress Jim McCreary. The Congressman sends his regrets on being unable to be here tonight. At this time, I would like to read a prepared statement from Congressman McCreary.

"As a member of the 100th Congress and House Budget Committee, I have two main concerns at issue here tonight. The first is the ability to defend our country by means of sufficient nuclear deterrent. The second is to do so in a physically responsible manner.

The United States has accumulated a national debt of some 2.4 trillion dollars, the interest on the debt is now the third largest item in the budget and

threatens the survival of the United States as a great nation. Part of a realistic to solving our country's physical problems is for Congress to find the parameter of a reasonable spending though for defense and allow the arms services to devise the best possible defense for the United States within the parameters. To the credit of the Armed Services, they have developed a set of priorities designed to provide the best possible defense for our country within the reasonable constraints imposed upon them by Congress.

The money choice that the Air Force has made is one designed to bolster the land base leg of the nuclear type, that is, to develop the Rail Garrison Peacekeeper System at one-third of the cost than the other land base alternative, the Minuteman. The question remains why spend three times as much of the taxpayers money designing, researching, testing and deploying the Minuteman, when the MX Peacekeeper can be put into place quickly and cost effectively. The obvious choice is for the Peacekeeper Rail Garrison to do exactly what the name implies, keep peace through strength.

While the Environmental Impact of the Rail Garrison should be fully investigated and addressed, I talked with many of the 4th District constituents and I believe that the people of the community support the Rail

Garrison System being implemented at Barksdale Air Force Base. The Peacekeeper at Barksdale will be mutually beneficial. It will provide the Air Force with a geographical strategic location for its mobile missiles while creating 500 jobs the first year and 800 the second according to Air Force studies of selected socioeconomic indicators. The report contends that it is estimated that some 750 jobs in the third year and 572 in the outlying system.

As 4th District Congressman, I fully support the MX Missile Rail Garrison System and its implementation at Barksdale Air Force Base." Thank you.

PRESIDING OFFICER: Thank you. Roy Brun.

MR. BRUN: Thank you. My name is Roy Brun. I am a State Representative from District 5, that is generally south Shreveport from the Red River to State Highway 171. My office is 725 Lane Building in Shreveport.

Our community needs to be considered for this project. You have the complete cooperation between State and local officials to work for the implementation of this project and to mitigate into and entirely compensate for any adverse environmental impact that may occur.

In the past, the South has always carried its

weight and shouldered its burden of the national defense. This area has benefited from our tradition of patriotism and military support. Barksdale Air Force Base is contributing majorly to our community. Barksdale is good for us and we are good for Barksdale.

In Shreveport-Bossier, you will find a population that largely supports the military; appreciate Barksdale Air Force Base and the additional jobs that this project will provide. We are accustomed to a significant military presence and we work well with it. We want the economic boost from the project and we support the military boost that comes from modernizing a leg of the triad.

A study of history shows us that periods of peace and freedom are relatively scarce and nearly always associated with society possessing a requisite deterrent capability. The major freedom we enjoy at Americans depends in part of our willingness to dedicate sufficient resources to detach the deterrents.

In my opinion, freedom is an important part of environment. This system is part of the price we pay for peace and freedom and I support it. Thank you.

PRESIDING OFFICER: Tom Arceneaux.

MR. ARCENEAUX: Since I am not the Governor of Arkansas, I will be brief. I would like to make three

points, one from the briefing that we received on the Draft Environmental Impact Statement. It appears to me that the Draft EIS accurately describes the projected impact on our area. Two, it also appears that the safety risk from the installation of the Rail Garrison at Barksdale is certainly no greater than at any other location. Third, I would like to remind you gentlemen and the decision makers who will be reviewing this hearing of the commitment of the people of Bossier City, Shreveport and northwest Louisiana to this country's national defense effort without which any environmental impact is irrelevant and also the commitment of the people of this area to the men and women of Barksdale Air Force Base.

PRESIDING OFFICER: Thank you. C. A. Wojceki.

MR. WOJECKI: Thank you. You did better than Col. Walsh did. Good evening gentlemen and welcome again to Bossier City. I had the opportunity to be here at the first meeting and I had the opportunity to read your report that you mailed to those of us who requested it and I have enjoyed the presentation that you have made here again tonight. I listened with great interest to the presentation about the explosion parameter, because as I said with my neighbor, Mr. Hill, I think that we are perhaps in this audience, the two closest

people who reside closest to that parameter, therefore, I am extremely concerned about that issue and Col. Walsh in your presentation, related those concerns that were elevated by that. I would like to say that I have lived out at 1905 Camille since 1974 and it is approximately one-quarter of a mile south of the southwest runway. I am very familiar with the area and I am very familiar with the hills that surround that base. I would like to remind the Department of Defense that the reservation has quite a few acres there provided by the people of Bossier and Shreveport. I would like to remind you that thanks to our friends in the Corp of Engineering, we have an additional 130 acres that have been restored to the area. That is very appropriate for alligators and any kind of wetland creatures and so forth. I agree with most of the comments here tonight, that the things that appear to be potential problems can't be handled by the local governmental bodies and the state governmental bodies. I think you already know that you have got a very strong local community that is supportive of this air base and that is receptive to this particular program. Again, I thank you for coming to present this to us and we hope that you will select our site for this program. Thank you.

PRESIDING OFFICER: Thank you. Carolyn

Whitenurst? I don't think I mispronounced it that badly. Carolyn Whitehurst? Maybe she had to leave. The balance of the cards here as I understand are from private citizens and representatives of groups. These cards were shuffled before they were given to me. I didn't place them in the order they are in. I am just going to start at the top and work my way on down. I have nothing to do with the order they are in. I would like to call Bob Murpher.

MR. MURPHER: Thank you. I have been asked to address this meeting on behalf of the Bossier Parish Police Jury. I am a member from District 9 and also teach school for a living. I teach history, in fact. One of the lessons that we teach in history is that we should learn from our mistakes. I think that in 1918 the world failed to learn or benefit from the mistakes that were made by the great nations of the world after the first great World War. The nations of the free world went about systematically disarming themselves and as a result of that, in 1939 Winston Churchill addressed a disarming Parliament and gave them the bold alternative that you had to choose between the war and dishonor. If you choose dishonor, you will have war shortly thereafter, all of the great nations of the world were embarked upon a war which made the first one

look small.

I think we are faced with that same viewpoint today. We must put ourselves in a strong defensive posture or we will once again find ourselves facing an aggressive nation without the means to protect ourselves.

At the first meeting, the majority members of the Police Jury were present and gave their strong support to the Peacekeeper Rail Garrison Concept for Barksdale field. With the environmental study in hand and in mind, we would like to reiterate our strong support for the Peacekeeper Rail Garrison System to be placed at Barksdale Air Force Base. The people of Shreveport-Bossier and the United States Air Force at Barksdale field have experienced a long and mutual beneficial relationship. We would like to see that relationship not only continue but to expand to include the Peacekeeper Rail Garrison. We feel that it would enhance the defensive posture of our nation and of our area. Once again, we give that very strong support. Thank you.

PRESIDING OFFICER: Thank you. Tom Crompton.

MR. CROMPTON: Thank you for allowing me to speak. I represent the Bossier Chamber of Commerce. I am President of the Bossier Chamber of Commerce. First

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of all, for my observation, my ecological concern is this. Over fifty years ago, a bonding trust was created between Barkdale Air Force Base and the citizens of Bossier. During that time, conservation efforts have created one of the greatest habitats for natural resources in the country. There is now no reason to believe that that trust or that bond is going to be deceived. It is really ironic to think that one of the main reasons we are here tonight is directly attributable to the great conservation efforts of the Barkdale Base personnel. If they had not done such a great job, we would not have the concerns that we are having here tonight. Ecological concerns are therefore minute when compared with the importance of continued strategic importance of Barkdale Air Force Base and a nuclear deterrence that Barkdale Air Force Base provides.

Regarding the traffic congestion concerns, it has already been pointed out that a major correction has been made by the citizens of Bossier through the creation of funds needed to build a parkway which will eliminate the bulk of the congestion problem. If there are, however, further corrections that need to be made on behalf of the business community and Bossier and the Chamber of Commerce, we pledge our wholehearted support

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in those directions. Again, thank you. I welcome you to Bossier and look forward to seeing you again.

PRESIDING OFFICER: Thank you. Ron Fayard.

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MR. FAYARD: I am Ron Fayard. I am co-chairman of the Joint Military Parish Council for Shreveport and Bossier. I would like to -- as short as I can, I would like to address some of the statements that were prepared by some local wildlife and fishery experts, some of the things that were directly addressed in the impact statement. First of all, I would like to go over some of the species of animals that were mentioned. First of all, I would like to tell you that the American alligator is not endangered in the State of Louisiana. We have a hunting season on alligators in Louisiana, you can actually get tags and hunt them, so they are not endangered in Louisiana. There are no alligators within the impact area and no alligator habitat in the area. There are alligators in the streams on either side of the area, but the Rail Garrison Security Program will give these alligators protection from illegal hunting, so that actually will enhance their longevity.

Bald Eagles. Bald Eagles have been wintering on Flag Lake for the last four years. Flag Lake is three miles from the impact area. Action within the area will

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have no impact on the wintering eagles. The area has no potential for eagle habitat. Eagles feed on fish in lakes or on birds and mammals in open areas. The heavy brush growth within the impact area precludes use.

The Red-Cockaded Woodpecker. The Red-Cockaded Woodpecker inhabits only the pine forest. They have never been found in the bottomland hardwoods. The nearest pine forest is two miles to the east. The Rail Garrison proposal will have no effect on Red-Cockaded Woodpecker habitats.

The Flathead Snake. The Flathead Snake, the garden snake, is not endangered or threatened. It has never been known to occur within the impact area.

The Western Sand Darter. This minnow does not occur in the streams near the impact area. By way of water, the Red River is forty miles from the impact area. The fish is not endangered.

Trout-Lilies. This small Lily is found four miles to the east in the hill country. This proposed action will have no effect on Trout-Lilies, they never occur in the soil type found there.

The Wild Turkey. Wild Turkey do inhabit this area. The Rail Garrison program will have a positive effect on turkey habitat. Right-away clearing and maintenance will have a positive improvement of local turkey nesting

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and brood habitat. Turkey never nest or raise broods in dense brush such as now found on the site. Rail Garrison security will have a positive effect to protect the turkeys from illegal hunting. This will serve as a refuge for turkeys.

Hardwood Timber. Barkdale has 8,000 acres of prime hardwood timber. The best stands of such timber found in the Red River Valley. This site is not within the prime hardwood stands and will have no effect on preserving the hardwood stands.

Next, this tract of land had been in agricultural use just prior to its donation to the U. S. Government. Evidence of the old crop rows are still available on parts of this tract. There are no trees on the site over fifty years old and no evidence of stumps from any previous stand of timber. All of this on site evidence indicates the land was not a wetland prior to U. S. Government acquisition.

I would submit these because there is more information on them and I just don't have time to get to them.

We will have some expert rebuttal as far as the traffic regarding the main gate.

Everyone would prefer that there would be no need for nuclear weapons, the fact is that they are necessary

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and the Peacekeeper System is safe, accurate and physically altered. The experts will illustrate that there is really no negative impact to our community. On the contrary, it will show the positive effects the nation needs the Peacekeeper Missile, our community is glad to support the defense of our country and we would certainly welcome and continue to welcome Barkedale and whatever they plan to do out there. Thank you very much for your time.

PRESIDING OFFICER: Thank you. If you want to leave those statements, you may leave them there at the table.

MR. FAYARD: Yes, sir, I will.

PRESIDING OFFICER: R. M. Prestridge.

MR. PRESTRIDGE: Mr. Moderator, my name is Rogers M. Prestridge. I am the President of the Caddo-Bossier Corp Commission. I appreciate the opportunity to appear before you on behalf of the commission and to thank you for having the hearing and hearing our comments.

Although the Caddo-Bossier Corp Commission is primarily concerned with navigation and water transportation along the Red River, we are also involved in ground transportation and economic development in the Shreveport-Bossier area. At the present time, we are

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working with many of the railroads in the area and we understand the problems that will be faced in this area. We can assure you that our discussions with all of the people involved in transportation, this will be a welcomed event that will take place when the Rail Garrison is established at Barkedale.

We feel that it is extremely important that all of the governmental agencies in the Shreveport-Bossier area and particularly in northwest Louisiana be united in their efforts to support the efforts of the establishment of the Rail Garrison. We pledge that we will join with the other governmental agencies, the cities, the parishes, the state and the federal government in alleviating any problems that may appear and exist as a result of the economic impact study that you have mentioned tonight. We feel that most of those questions have been answered and those that have not will be answered and I think you can be assured that all of the public agencies in northwest Louisiana will be solidly behind the effort to support the Rail Garrison. Thank you very much.

PRESIDING OFFICER: Thank you. Timothy Larkin.

MR. LARKIN: Good evening, my name is Timothy Larkin. I am a member of the Bossier Parish Levee Board

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and I am here tonight to officially represent the Levee Board.

The Bossier Parish Levee Board has taken up and reviewed carefully the impact that the proposed Peacekeeper Rail Garrison System development will have on the drainage systems that we maintain in the area. After studying consideration, we found no meaningful adverse hydrological effect on any of our drainage systems. Consequently, the Board unanimously approved the resolution supporting the location of the Rail Garrison System. That resolution passed on April 6th, 1986.

Within the last two years, the Flat River, which drains water throughout Bossier City and Barkedale, has been enlarged. The purpose of the enlargement was to anticipate the future growth at Barkedale Air Force Base and in Bossier City and thus provide increased drainage.

Additionally, approximately ten years ago the Bossier Levee District working in cooperation with the United States Army Corp of Engineers completed the northerly phase of the bayou tributaries via duct. The physical effect of this Red Chute Bayou was also to provide the protection. As the map prepared by the Air Force will indicate, Red Chute Bayou is located two miles east of the proposed site and Flat River is

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located one-quarter of a mile east of the proposed site. The Levee District has always worked in close cooperation with the United States Air Force authorities at Barkedale Air Force Base, United States Army Corp of Engineers and appropriate state and local authorities in order to provide the necessary and adequate drainage structures and gentlemen you can rely on our cooperation in this program project now and in the future. Thank you.

PRESIDING OFFICER: Thank you. James Bruce.

MR. BRUCE: My name is James Bruce. I live at 525 North Reeves, Vivian, Louisiana. I am Supervisor of the Caddo Parish School Board.

I wanted to stress to the group tonight the cooperation that the Caddo Parish School System has shown in the past for Bossier, the City of Shreveport, the affairs of government and our continued support in the future. Probably no impact will be made on the Caddo Parish School Board schools, but we want to stress our support and cooperation with Barkedale Air Force Base and our future needs in this area. National defense is very important; we consider it so. The positives outweigh the negatives. Thank you very much.

PRESIDING OFFICER: Thank you. Ed Carpenter.

MR. CARPENTER: Thank you, Mr. Moderator.

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Anything I would have to say at this point is just repetitious. The only thing I could add is that it makes pure common sense to use the resources that we have got here at Barkdale to establish the Peacekeeper. Thank you very much.

PRESIDING OFFICER: Thank you. Robert Taylor.

MR. TAYLOR: My name is Robert Taylor. I am President of the Chamber of Commerce and a banker. As a banker, I can assure you that we are very much aware in this community of the economic impact this project can have on our local community. On the others, you already adequately answered the environmental questions.

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I think the citizens of Bossier in passing the parkway project have already taken a step to alleviate one of the problems pointed out and that was traffic congestion and I just wanted to add my comments that the business community and the Bossier City and the Chamber of Commerce supports your proposal. Thank you.

PRESIDING OFFICER: Thank you. Mark Roberts.

MR. ROBERTS: Good evening, my name is Mark Roberts. I am a resident of Shreveport. I am a member of the Military Service Council. I am the past commissioner for the last five years for the Louisiana Department of Wildlife and Fisheries and the last year served as Vice Chairman until December of 1987.

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You will be hearing momentarily from the biologist, Mr. Haygood and from the District 1 chief biologist, Mr. Jim Taylor with the Park and Wildlife and Fisheries. I have worked close with both these gentlemen on numerous occasions in great detail and I have nothing but the highest praise and opinion that they give both biologically and professionally. The point I would like to make that the Louisiana alligator is not an endangered species nor a threatened species. It has been listed and it is hunted commercially and publically in the State of Louisiana.

In closing, my experience as Wildlife and Fisheries Commissioner, sportsman, conservationist, I see no detrimental, environmental or biological effect to the proposed Rail Garrison site at Barkdale Air Force Base. Thank you for your time.

PRESIDING OFFICER: Thank you. Greg Barro, B-a-r-r-o, Barro. Greg Barro? It looks like he is out there.

MR. BARRO: I have no questions at this time.

PRESIDING OFFICER: All right. Thank you. Tom Neale.

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MR. NEALE: Thank you for giving us the opportunity to speak tonight. I would like to reiterate the intention of the founding fathers of the free

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speech, it is nice that a lot of people say yes or hurrah for everything, but that is also a vehicle for people to speak against the same thing. When someone sees something is wrong or something is improperly going around, then they can speak up.

I think there is a lot of problems with the MX Missile System that we need to address and ya'll need to consider. First of all, I think the dispersal of nuclear weapons on trains is perhaps something of a myth. Once they get out on the track, I'm not sure what keeps them from being the victim of sabotage, there is only one track going out and you know, I don't know what the -- it seems pretty easy for saboteurs to blow the track and therefore keep the train from moving in one place. So what if it is on one track, you are still going to have -- they can drop how many bombs, ten bombs in the area and what about the electromagnetic pulse that it sends out, will the MX guard against that? Is there anything to protect it from that? As I understand, there isn't anything to protect it from that electromagnetic pulse and therefore, it is dead on the tracks again.

I have a lot of questions. First of all, the military budget. I find it hard to believe that with 2.8 million dollars that we can't find something better

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to do with this as far as securing the health, welfare of the American people and in the world. I think 2.8 million as far as it is going toward education, it would do a lot to help us learn how to deal with adversaries in a way where we don't have to hold bombs to their heads and say we are going to have peace now. I don't think that is the way to resolve confrontations of conflict. I don't think our strength comes from the number of weapons, I think it comes from our character and I think our character is strong and our spirit is very great and I don't think it could be undone. I also feel badly that our leaders and elected officials I think have somewhat failed us. I don't think they have any questions of significance, I don't think they can show that they have read the Impact Statement or consider what the ramifications of this is. I think all they see is a potential for jobs, which in 1991 I guess we will have a number of jobs and after that, it will dwindle down to even what you called low and not a significant factor. So, therefore, I feel like we are grasping after something here that is perhaps the pie in the sky material.

There has been some problem with Morton Thiokol in developing the booster rockets. It has been reprimanded and fined several times in the past several years and

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1 also reprimanded and fined for shoddy workmanship.
2 Northern Corporation has had seven percent of its
3 guiding systems rejected because they can't make them
4 right. There is also something about why are we
5 deploying the system before the missiles have been
6 tested for a launch. We are making the final sites when
7 we don't even know when we -- when we don't even know
8 that the testing has proven that it will work. I think
9 that one of the reasons that it has taken so long in
10 Congress, it has been a good eight to ten years working
11 on this trying to understand why it works and why it
12 doesn't, and it has taken them a long time is because
13 they think it is a vulnerable system and it just might
14 not be the best way to do even though our
15 Representative, Jim McCreary is in a great minority of
16 those who thought it might.

17 Finally, the size of the MX missile is also up for
18 question. I understand that it is going to be 70
19 something feet high and that wouldn't fit in this
20 building, I guess. I suppose it is -- the railroad
21 cars, the average railroad car is nine feet wide and one
22 MX missile is supposed to be twelve feet wide and I want
23 to know how they are going to be transported. When we
24 get them on the rails, what is going to keep them from
25 being stable and secure and running into other trains on

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1 the system with the other trains in the civilian system.
2 They are going to be cutting it close, in fact, too
3 close, so I think you might be concerned about that.

4 I think that is all I have. Thank you very much
5 for letting us speak again.

6 PRESIDING OFFICER: All right. Col. Walsh,
7 are there some of those areas which you are able to
8 address at this time?

9 COL. WALSH: Yes, sir. You posed a series of
10 questions which I would like to respond to. The first
11 item concerned the vulnerability of the system to attack.
12 We have high confidence in a strategic warning such that
13 we could disburse these trains in the vast quantity of
14 rail train before any attack could be initiated. Now,
15 by strategic warning, what we refer to is obvious
16 actions by the Soviet Union to bring their forces and
17 their political structure for any attack. This could be
18 such things as moving their submarines off their ports,
19 any movement of their strategic forces, the aircraft
20 forces, et cetera, we would perceive this in the event
21 and take appropriate action not only with our train
22 system, but also other strategic resources. If there
23 were to be any sabotage on the tracks and we are not
24 denying that it could happen, but it would be an
25 ambiguous indication of ill intent and would give a

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1 warning for us to take the appropriate actions to other
2 portions of our plan. We should also indicate that if
3 sabotage was perpetrated and attack adjacent to a
4 garrison base, that the missiles still could be fired
5 from the base itself. The trains, the locomotives, the
6 carriers need to be protected so therefore, they would
7 be survivable and would be able to retaliate should they
8 elect to cause an attack.

9 With respect to your other question of how the
10 money should be spent, I should indicate to you that our
11 purpose here is to determine what the cost basis is of
12 the proposed action. It is the purpose of Congress to
13 determine the relative priorities and determine what
14 should go into social and welfare and what should go
15 into the defense program.

16 With respect to the current concerns of the
17 production of the missile, I should indicate to you that
18 there have been seventeen various successful launches of
19 the Peacekeeper missile where the missile has performed
20 beyond expectations and what you read in the newspaper
21 is a production problem, not a problem associated with
22 the equipment itself. The manufacturer of what we call
23 the IMU has had difficulty converting from our research
24 and development efforts to the production line, so it is
25 not a matter of how well the unit performs, but how fast

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1 they can produce it that has caused some difficulty.

2 With respect to the train itself, the carriage that
3 will carry the missile will conform with train standards
4 and as a matter of fact, in our analysis of the tracks
5 themselves, we have identified and will have access to
6 over 120 miles of track at a minimum and possibly that
7 total will move up to 140,000 miles of track. Thank you
8 very much.

9 PRESIDING OFFICER: Eileen Oldaz.

10 MS. OLDAZ: My name is Eileen Oldaz, I am a
11 resident of Shreveport, Louisiana. My mailing address
12 is 412 Robinson, 71105.

13 It is real tempting when during the introductory
14 presentation to be drawn into debate which I understand
15 is not appropriate at this time, but I shall save all of
16 my questions and write them and make a statement in
17 response to the presentation, which I found to be mostly
18 a matter of interpretations as to whether or not it is
19 half full or half empty. Point by point, I have
20 questions that were based on information contrary or
21 contradicting or in addition to what was presented
22 taking a few of the items that are most important to me.
23 From the very introduction, which was basically a
24 history of the system itself, in 1985 after a seven year
25 battle, Congress approved the funding for the production

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of the MX nuclear missiles on the condition that they be in silos and that the size of the deploy force be limited to fifty, which was a reduction from the 100 that had been requested by the Reagan Administration. I do not, to the best of my knowledge, believe that the administration was requested to come up with an alternative housing, but in '87 the Pentagon did reopen the MX issue by proposing the Rail Garrison Peace Plan proposing fifty missiles that would be placed on twenty-five trains. The Pentagon requested two billion in the fiscal year 1988, of which only 350 million was approved. That 350 million was not necessarily a vote of confidence from the system, but basically telling in thought that it was okay, go ahead, but indicating that on part of the Congress and other people in the United States, their serious concerns and considerations for the MX missile system as a whole. Some of those concerns that I have are concerns that Tom Neale has stated as far as the design. Even though we have been told that these trains can go into a commercial train system that handles 4 to 7,000 trains a day, I question how the unit design to carry and deploy a 71 foot missile can be designed to work without damage and with total safety on the same commercial system that we use for railroad cars that are handling normal manufactured

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goods. We are told that the train rail systems will not be deployed, would not be sent to populated areas, but information that I received indicates that some of those train rail areas are near the cities of Chicago, Dallas and St. Louis and we ourselves are a populated area. I appreciated that you indicated that there is a very low accident rate with the system and particularly was interested in the statistic that said one person might be killed by a nuclear accident or by an accident from this system, yet, it is kind of like trying to convince somebody that they can be a little bit pregnant. If one person can be killed by this system being mismanaged, a 100,000 people are going to die at the same time. One person is not going to be killed if the system is mismanaged or misused or malfunctioned in some way.

One question that I would like to give you or that I would like to ask is how long will the system be effective, how long before it becomes obsolete and how long before it becomes overshadowed or ineffective in the way it works. How long before it is disbanded. In the current air we have peace negotiations or bringing back reduced arms.

One of the areas that you quoted that probably most interested me is the fact that it will not interfere with the private sector growth, but the fact is that the

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dollars that are spent on this system are not spent in other areas of private sector that are highly critical, particularly to our area and to the country as a whole. You have given us an alternative action plan that shows 100 MX missiles being deployed, but the fact is there is also a no action plan which can be offered and the no action plan would offer us the opportunity to take the money that we put into the system and use them in other ways in our country.

I don't know, is John Hussey still here? Well, John Hussey and Tom Arceneaux spoke on my behalf, so now I am going to speak on their behalf. I would say that if John Hussey and Tom Arceneaux were offered ten to fifty million dollars for this community over the next five years, which is the cost that is anticipated to go into this system, if they were given that money to spend on this community, they would not choose to buy a Peacekeeper system, they would not choose to invest in an impact system. Those monies would be well used and are critically needed in other areas.

It has been said that part of the EIS goal is to suggest actions on the areas of where impacts are to be made and I would say that the two identified impact areas are very important, but looking at the socioeconomic impact on this area and on the monies that

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are being invested in this system, opposed to other socioeconomic concerns in this community is an impact that needs to be seriously studied.

I would say that I agree with Mr. Waggoner that I am not paranoid and I am not irrational, but I am not in favor in any way of having the MX system brought here.

PRESIDING OFFICER: Eileen, did you want an answer to the question you asked earlier or did you want that in the report?

MS. OLDAZ: I'm sorry, I didn't understand you.

PRESIDING OFFICER: You asked a question of the panel, did you want an answer to that question?

MS. OLDAZ: No, sir, that was rhetorical and I will write the questions later.

PRESIDING OFFICER: All right. I think we need to move on.

MS. OLDAZ: Thank you. May I just say that like Tom Arceneaux, I do have a commitment to peace, I do not have a commitment to the MX system.

PRESIDING OFFICER: Thank you. Father Murray Clayton.

COL. WALSH: Excuse me, sir.

PRESIDING OFFICER: Yes.

COL. WALSH: While there was a rhetorical

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question in those questions, there was some implied inconsistency or implied facts that are incorrect and I would just like to make those corrections, not to be just in writing, but to state them.

The Air Force has not precluded any portion of the national rail lands from operation, so we have not made any statement that we would stay out of the train yards in Chicago, Kansas City or anywhere else for that matter, and I believe in your statement you implied that we have. We have not made such a statement. The only other comments I have is that it only requires you to look at alternative actions that support the underlying need that has been identified and in this case, the underlying need is to modernize the ICN Program, so we look at the alternative solutions to that need and we do not look at alternate uses of money for social programs, et cetera. Again, that is the purpose of Congress is to make those kinds of decisions.

PRESIDING OFFICER: Thank you. Father Murray Clayton.

FATHER CLAYTON: Thank you. I am the Pastor of St. Joseph's Catholic Church and a member of the Potacriety (phonetic) International Catholic Movement for Peace.

First of all, this impact missile is seven stories

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tall as I understand it, a hundred tons. It is a first strike capable weapon and that has not been brought out. It is capable of striking the Soviet ICBM's in their silos. It is a first strike weapon. Anytime that it would be moved about, for whatever, perhaps innocent reason, it is not going to deter our adversaries, but to make them very jumpy. If they saw the movement of these first strike weapons, it is going to turn deterrents into provocation because they know we could unleash them and destroy their weapons. And if we say that we are dealing with an enemy or adversary, that lost 20 million people in one war, six million in one battle. Of course, they are neurotic and they are jumpy, but as the good Quaker said to us, "You don't deal with a neurotic by waving a pistol in their face" and so I am not at all prepared to accept the MX as a deterrent. It is a first strike weapon whose mobility and moving around of it could provoke a first strike from our enemies and I believe I read with good information that it takes from four to six hours to deploy the MX after we get the strategic warning. I just don't think that this is going to help keep peace. Retired Admiral Gene Muralt who now heads the Center for Defense Information pleads strongly that we reduce the MX, Minuteman and Midgetman, that is his position and I think he was once a member of

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the Joint Chiefs.

To conclude, I do not understand how anyone who bears the name of Christ as a Christian can read the fifth chapter of Matthew's gospel, the Sermon on the Mountain or read Lucas' Sermon on the Plain and where God calls himself the Father of us all that we are all of his image in likeness, Russians, Soviets, atheists, Moslems, Christians, we are his children and how can he bless us if he sees that we are ready and prepared to unleash this kind of death upon so many of his children, the objects of his love. They are His and we stand here bragging that we are ready to kill and destroy women, children and old people. There is no doubt in my mind that the Jesus who preached the Sermon on the Mountain, the Sermon on the Plain, if he were here tonight, he would walk up this aisle and denounce this kind of weapon. There is no doubt. I don't see how anybody seriously says that they are His followers and can come up here and say that they are ready and prepared to unleash this kind of death upon so many of God's children, that it amazes me, it amazes me, because just get out those passages and read them out loud and slowly to yourself word by word. They are powerful and then tell me that Jesus of Nazareth would condone what we are proposing here -- that you are proposing here tonight.

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Thank you very much for listening to me and God bless you.

PRESIDING OFFICER: Thank you. I have been told that we do have another elected official. Wanda Bennett.

MS. BENNETT: I thank you very much for the opportunity to come this evening and say a few words. I did not feel in my heart what I wished to speak. When I came in, I decided that I do wish to speak. I will keep my comments simple and brief.

When I came to the first public hearing, I was here to learn and to listen and hear what it was that was being offered to our community and how it would affect our community. I did not comment at that time, but I went away after hearing the presentation and I talked to the people who lived within our community, because that is the purpose of the Bommer City Council. I wear two hats here tonight.

First of all, I am a citizen of Bommer and I live within one-fourth of a mile of the North Gate of Barkedale Air Force Base, so from a selfish viewpoint, I look at my own safety of my family, myself and everyone involved. I wanted to know from the standpoint of a citizen what it will do to my community as an impact, will it be negative or will it be positive. I walked

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away and I looked at everything you had to provide us with. You were kind enough to send me your report and I thank you gentlemen and everyone who has had any part in putting this together, because you have gathered an awful lot of information. You have given me the comfort to know that what we are looking at is somewhat benign as far as a danger in some areas that I have worried about, quite frankly.

Then I put on the other hat and I looked at myself as the elected official who has to look at the health, safety and welfare of every citizen within our community and to look at the set goals and visions for the community itself. That is where I find myself and of course, Father, I agree with you that it is hard to come up here and say that you are for anything that is -- or could be the annihilation of any kind of civilization. Of course, we are putting the words defense there because I think God too tells us that Jesus had one specific nation in mind, so I think that gives us the right then to defend ourselves against any aggressor who would come in and who would take our lives and our citizens. I can tell you this, I will pray for peace every night so that we may never have to use that. But there again, from the community standpoint, we have gone over all of the economic things that it will do, we have

looked at the environmental, we have looked at what it will do for our community and I think what I found here is that as I look around the room, each evening when we come before these public hearings and a lot of these people don't have anything to say, they leave it to people like myself to speak for them, but they are here as private citizens that to whom it may concern.

The people who will make that inevitable decision as to where this Peacekeeper Rail will be located, I want them to know and I want the record to know that the citizens of Bossier City as they have spoken to me and as they have said in this room, are saying we are all for it, the defense of this, our United States, and if our community can play a part in that, we want it to. We appreciate the fact that you are considering our area. We appreciate the fact that you are certainly doing your homework, you are coming to us prepared, trying to do away with questions and answer those for us and I appreciate that and I appreciate the fact that you are willing to listen to all of us who sometimes are long winded. We look forward to the day that we welcome you and this Peacekeeper into our community. Thank you very much.

PRESIDING OFFICER: Thank you. Sister Margaret McCaffrey.

SISTER McCAFFREY: I am Sister Margaret McCaffrey. I live at 820 Columbia, Shreveport, Louisiana and I strongly object to this missile. I really believe that the word Peacekeeper is blasphemy and we need to say it as it is. It is a very destructive weapon that will kill millions of women, children and innocent people. There is no way that I could support this missile. I strongly object to it. I believe that it is an environmental danger. I am not convinced in any way that it is safe. I looked up there and I read periodically that there will be risks. What does that mean? When we really get down to negligible risk, we are saying the risk doesn't count. Well, it does count. We are talking about killing millions of people. We are talking about endangering our environment. Louisiana already has one of the highest cancer rates in this country. St. Jude's Hospital said that the greatest number of their children patients with cancer come from Louisiana. We do not need to increase risk. I don't care how negligible it is. If there is any risk, it is too great of a risk to increase the cancer possibility of our children and of our future children. This is what I consider absolutely wrong. I am a member of the Pottery, the International Catholic Peace Movement. We work for peace and we

believe that non-violence is much better approach to peace than force.

I have some questions that I would just like to address that I do not want answered, but I would like to see that they are addressed in the final analysis. I repeat the question of Mr. Tom Neale. When we looked at this missile on the railroad, we have to address the width, height, the weight and how it relates to the center of gravity. There is a serious question as to the width of this missile. The ordinary width of the box car is 90 feet. It would have to be enlarged to accommodate this missile. This will create an imbalance. I would like to see that this is addressed in detail in the report of how the missile is going to be handled to prevent an overturn of this railroad car. Also, with this width of this particular car, there will have to be an alert signal of the other railroad trains to warn of this train's coming. How are we going to keep the Russians from knowing about when we have got them on alert to let this train come through. Also, I don't think the answer was addressed adequately as to how we are preparing for sabotage. How are you preparing for possible sabotage of terrorists upon these missiles?

I do believe that this money 2.6 billion dollars

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can be much better spent to help the economy of our community and of our country. I work daily with people who are unemployed; this is not the way to truly build a good economy. We need to build -- we need to increase our production goods. We are now a debtor nation to the world and we don't need more weapons. Other countries, even Russia, has learned that they are putting too much money in weapons and it is hurting their domestic economy. We are faced with the same problems, our homeless are increasing by the hundreds daily, daily. We just cut our education program. We are cutting the much needed programs that are assisting our elders and we are going to turn around and put 2.8 billion dollars in weapons to destroy ourselves and others. There is no way we can justify it.

So, I do thank you and I strongly object.

PRESIDING OFFICER: Thank you, Deborah Roberts.

COL. BRANCH: Can I make a statement about the size?

PRESIDING OFFICER: Sure.

COL. BRANCH: There have been questions about size and I represent the operating command. The size of the missile is approximately 71 feet long and the weight is 195,000 pounds. The size of the car that we have got

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to fit on would be approximately 89 feet long by 10.2 feet long by 17 feet off the rail. That is what the railroad industry calls a Plate F. It is a standard size rail freight car that they use extensively on the rail. Many of you may see them on the railroads. They are used to haul automobiles, for example, from the manufacturers to destinations throughout the nation. There are also many cars of that size that are called High Q box cars. Also, they are called automobile parts carriers and there are literally thousands of those sized freight cars on the rails today. They are larger than the normal freight box cars, but there are many and many of these of the size of freight cars on the rails today operating successfully.

And of the rail mileage that Col. Walsh identified to be over 120,000 miles, that rail network is that rail network which will specifically accommodate the size and weight of this size of rail car. Thank you.

PRESIDING OFFICER: Deborah Roberts.

MS. ROBERTS: My name is Deborah Roberts. I live in Shreveport, Louisiana and I, too, am strongly opposed to this MX missile system. I object to this as the internal Peacekeeper. I am the peacekeeper when I keep the ways of peace. A seven story missile that contains ten nuclear warheads is not a peacekeeper by my

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definition.

My father retired after almost forty years as a railroad engineer recently and to hear these things that anything on the rails will not be thrown into a collision or to derail, that really bothers me. If you believe that, you need to ride the rails in this area, because it is bringing this missile into this area.

I also believe that you all are not bad people. I have sat here and looked at your eyes and I have looked and you are not bad people, but I believe you have got a bad idea and I urge you now as you sit here and listen and as you travel around the country and listen to the people, please take some of it in and hear the people's concerns and hear what they are saying and see if any of this does make sense to you.

The MX system has been subjected to close potentious controversy throughout its history. There is an old saying that you all know that when there is smoke there is fire and I think there is a reason why it has been a controversy project. There are many problems inherent and the main problem has been the basing mode. There is no satisfactory basing mode, also we now have many people believe that the military deems this system is not adequate.

I oppose to the number of dollars that are spent on

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this project and that are being proposed. In 1988, the Pentagon received 353 million dollars for research and development and received 915 million dollars in 1988 for twelve missiles. They requested 837 million dollars for 1989 research and development. I deeply, deeply believe that these dollars can be better spent on other possible ways within our country other than the defense system.

I believe that we need to hold the spending of the Pentagon check until we figure out what their spending habits are. We know that there are serious problems with the way our dollars are being spent.

This system that we are here about, I have been reading about it through the years. It strikes me that this is -- it's fantasy. When you think about riding nuclear missiles around on the rail cars, it is Disney World, it is Disneyland and I think whoever dreamed this up is struck stupid.

There is a saying that I feel is really appropriate here and that saying is, Take the toys away from the boys and I really believe that. Thank you.

PRESIDING OFFICER: Thank you, Tom Bourland.

COL. WALSH: Excuse me, sir. I would like to address something.

PRESIDING OFFICER: All right. Just a second, Tom, Col. Walsh would like to say something.

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COL. WALSH: I wish to address your statement only to correct some misinformation contained in it. In it, you implied that we had said that there was no risk due to derailments and collisions about trains, et cetera and that is not correct. We did acknowledge over the life of the system that there would be derailments, train collisions and collisions of railroad crossings and we, in projecting what those extras would be or what the DIS statement contained, we used the statistics from the Federal Railroad Administration and we forecasted that there would be three deaths and sixty incapacitations over the life of the system based upon the amount of mileage we expected our trains to accumulate. What we did say, however, was that the risk due to the cargo would be negligible, but we did not say the risk due to the normal operations would be negligible. Thank you.

PRESIDING OFFICER: Tom Bourland.

MR. BOURLAND: Thank you, Judge. My name is Tom Bourland. I am a resident of Shreveport, Louisiana. I am employed with the Department of Wildlife, however, I am speaking as a private citizen tonight. I examined the Environmental Impact Statement with respect to the direct and indirect environmental impacts. The American alligator and the Red Cockaded Woodpecker in particular

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and wildlife habitat in general in my opinion, the Rail Garrison project poses no significant environmental problems. Wetland habitat should, however, be mitigated through on site wetland enhancement as proposed. In my opinion, at least from an environmental prospective, the Railroad Garrison, at least from an environmental prospective, the Railroad Garrison Project should proceed. Thank you.

PRESIDING OFFICER: Thank you. Leroy Scott.

MR. SCOTT: Colonel, my name is Roy Scott. I live at 2620 -- my office is at 2620 Centenary, Shreveport, Louisiana. I speak to you as an attorney, as a private citizen, as a private naval officer. I think that many of the comments that have been made here tonight are not the subject that is before you tonight. It is not for us to decide, nor have we been asked to decide of this Board the wisdom or lack of wisdom of the Peacekeeper missile. It is not for us to decide where it goes. It is only for us to discuss the environmental impact of this particular location that has been very adequately covered here mostly by Mr. Fayard, who I think did a very remarkable presentation on the subject that is before the panel.

There is room for dissent in this country, that is why we have ice cream in thirty-eight flavors, but this

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is not the place to express that dissent as to whether you like it or don't like the MX missile. That is not the subject before the House.

I think you gentlemen have done a fine job. I think that we can see that the adverse environmental impact of this missile on this area is minimized by the cooperation of the government, the United States Representative, the United States Senator, the Mayors of both cities and everybody else who pledges that they will work hard to minimize that environmental impact. I think that the favorable considerations for this area are at least as favorable as they are anywhere in this nation and I request that you strike from the record those expressions of opinion that are not the subject before this House. Thank you.

PRESIDING OFFICER: Thank you. Sister Claire Justice.

SISTER JUSTICE: Good evening. I would like to make one short statement and ask that two questions that I would like to be answered in your final report.

The mere contemplation of the use of weapons of this nature is based on fallacy that nuclear war is survivable. These are weapons not only of violent destruction, but also of violent death and malformed babies and children dying of cancer. They are weapons

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of unrecordable end of human history. I am, therefore, qualified to oppose it.

My two questions are: Number one, mention was made of missile survivability in the event of war. If the area of the prior residence of the missile is destroyed along with other sites, is missile surviving being given priority over the survival of the citizens of this country? My second question is: If technology and consultants exist that can assure the safety of the movement of this missile with our rail system, why are we continuing to have railway accidents that are killing civilians? Thank you.

PRESIDING OFFICER: Thank you. Dr. Cassagnol.

DR. CASSAGNOL: I am Dr. Cassagnol. I am the Chairman of the Doctor Cassagnol Foundation. I have gone through and studied the impact statement concerning Barksdale Air Force Base and I do not see any negative impact of this project on our community. First, I don't think anybody should be worried about traffic. I have lived in New York for fifteen years and I can tell anybody what traffic is when you have to go to school and go to work and then spend four or five hours of driving or sitting in the bus, so the traffic, I don't think this traffic should be any problem for any cities that are in here. One thing you have to remember when

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1 you are hungry, your kids are hungry and your kids
2 need clothing, I don't think we worry that much about
3 traffic.

4 I know Sister Margaret for her works and I have a
5 lot of respect for the Father, but I can tell you that I
6 am not going to register as an expert, but I can tell
7 you that project will benefit the great minorities in
8 Shreveport and Bossier. We need good jobs, we need them
9 very badly and this project, in my books will really
10 help minorities in Shreveport. I fully support the
11 position of Jim McCreary. In order to be in peace, we
12 have to build our strength and this project is just
13 doing that.

14 As I can remember, when I was a kid, if you were
15 the strongest kid, all of the other kids were scared of
16 you and did not want to touch you and I am sure that the
17 missile will help our strength and keep our peace.
18 Thank you.

19 PRESIDING OFFICER: Thank you. Laverne
20 Dolphin.

21 MS. DOLPHIN: My name is Laverne Dolphin. I
22 am a private citizen and I live in Shreveport. I am
23 opposed to the MX missile. Environment is a precious
24 gift given for our use; it is not ours to destroy. I
25 cannot believe that our water and other resources will

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1 not be affected.

2 I believe that the money would be better spent on
3 human services and meeting human needs and to educate
4 our children to be human peacekeepers rather than focus
5 on an instrument of construction and mislead us as
6 peacekeepers. Thank you.

7 PRESIDING OFFICER: Thank you. Ms. Kristine
8 Barbers.

9 MS. BARBERS: Thank you. My name is Kristine
10 Barbers. I am a resident who lives at 9504 Blueberry
11 Drive in Shreveport. I want to spend a minute here and
12 make a statement concerning the Rail Garrison Program.
13 I am speaking as a concerned citizen, I am speaking from
14 a human prospective and not a technological prospective.
15 I strongly oppose the Peacekeeper Program, the Rail
16 Garrison Program. I want to suggest a series of
17 considerations of alternatives. Instead of the Rail
18 Garrison Program, I want to suggest that a comprehensive
19 test ban to end all testing of nuclear weapons by the
20 United States. I am suggesting that we as a city and as
21 a country adopt a human solution to the human problems
22 or world conflict and tension instead of technological
23 solution. I see national security as being beyond mere
24 sophisticated weapons. I believe that national security
25 involves solving the environmental problems and

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1 educating our citizens and providing justice for the
2 poor. Thank you.

3 PRESIDING OFFICER: Last but not least, Devey
4 Burchett.

5 MR. BURCHETT: Thank you, gentlemen. I am
6 Devey Burchett. I am Secretary-Treasurer for the
7 Bossier Levee District.

8 I spoke before on the last time and I just wanted
9 to direct your attention to the map enclosed in the
10 brochure and at about an inch and a half on the right
11 hand side where the map indicates the weapon storage
12 area, the canal lines Flat River. I want to indicate to
13 you that Mr. Larkin has done a follow up, I believe, in
14 1983 the Board of Commissioners for the Bossier Levee
15 District in conjunction with United States Army Corp of
16 Engineers did a major project on the Flat River to clean
17 out Flat River to provide for drainage throughout the
18 Barkdale area and north of Barkdale and also south of
19 Barkdale. By so indicating, I am indicating to you
20 that there should be no adverse effects or relocation of
21 other improvements in this area. The Flat River passes
22 right near -- I can't tell from the scale how far, but
23 it is not very far away from this site and the Flat
24 River was meant to drain Bossier City and Barkdale and
25 other areas to provide drainage because of the fact that

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1 if this area were to expand, there should be no adverse
2 effects on this Peacekeeper Missile Project.

3 In addition, the Levee District passed a resolution
4 in April indicating their cooperation and their full
5 cooperation will be forthcoming. I can assure you of
6 their cooperation if they are located here. Thank you,
7 gentlemen.

8 PRESIDING OFFICER: Thank you. I have just
9 been handed one more card, Tim McElroy.

10 MR. McELROY: I am Tim McElroy, the incoming
11 President of the Shreveport Chamber of Commerce and also
12 President of McElroy Medals, a Bossier based
13 manufacturing business.

14 The Shreveport Chamber of Commerce believes that
15 the proposed Peacekeeper Rail Garrison System responds
16 to the need for enhancing our military force and
17 therefore, our national defense. It is the
18 Congressional mandate to modernize the deterrent of our
19 defense system. Two, after reading the Environmental
20 Impact Statement, we believe that it benefits the
21 Peacekeeper Rail Garrison system with regard to national
22 defense. It far outweighs the very negligible, minimal
23 adverse impacts that the project would have on the
24 environment. We also believe that the implementation
25 directed through mitigation would reduce the impacts on

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1 the biological resources of Barkadale Air Force Base.

2 Thank you very much for allowing me to speak.

3 PRESIDING OFFICER: Thank you.

4 Ladies and gentlemen, it is time to conclude the
5 proceedings. Please remember that you have until 31
6 August to submit written materials to be included in
7 this transcript of the hearing and those written
8 statements will be fully considered and will be
9 addressed in the final Environmental Impact Statement.
10 Once again, the oral and written statements or comments
11 will be afforded equal weight.

12 The officials of the Air Force appreciate your
13 efforts to come out tonight and contribute your views to
14 this public hearing. We thank you for your courteous
15 attention and adherence to the rules of the hearing. I
16 thank you and have a good evening. It would be
17 appropriate to adjourn at this time, 9:52 p.m. Thank
18 you.

19 (Whereupon, the public meeting was concluded.)

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1 CERTIFICATE

2 STATE OF LOUISIANA :

3 PARISH OF CADDO :

4 I, MARK STOFFELS, Certified Shorthand Reporter, do
5 hereby certify that the said witnesses came before me at
6 the time and place set forth herein, that the hearing
7 was reported by me and thereafter transcribed under my
8 supervision and is a true and correct record of the
9 proceedings had at said hearing.

10 I further certify that I am not of counsel or related
11 to or employed by any of the parties to this cause or in
12 anywise interested in the event thereof.

13 DATED THIS 5th day of August, 1988.

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Mark Stoffels
MARK STOFFELS
Certified Shorthand Reporter

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PUBLIC HEARING
PEACENSEPHER RAIL GARRISON PROGRAM

JULY 25, 1988

ABILENE, TEXAS

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When we come back, I will call on people with questions. After the questions I will call on those who wish to make a statement which will be included in the record.

Let us take a ten-minute recess at this time.

(Recess: 10 minutes.)

COLONEL MCSHANE: Ladies and gentlemen, if you would start to get back in your seat, we will begin again.

All right, if we could, let's go ahead and get started.

We will start with Colonel Walsh introducing the other panel members.

Colonel, would you go ahead?

COLONEL WALSH: Good evening again. To assist me in responding to the questions this evening, I have a team of experts with me.

On my immediate right I have Major Van Ness. He is a lawyer with the Air Force Regional Civil Engineer.

On my far right, I have Colonel Branch from Headquarters Strategic Air Command.

On my immediate left, I have Mr.

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Hickman. He is responsible for human resources, and he works for Tetra-Tech Corporation which is under contract to the Air Force to prepare the Environmental Impact Statement.

On my far left, I have Dr. Kramer who is responsible for physical resources and also works for Tetra-Tech.

Thank you, sir.

COLONEL MCSHANE: Since we have just the one microphone here and it is a little bit awkward for folks to get directly down to it, let me call out about three names and if you could sort of come forward, we will start with Temple Dickson to be followed by Jess Holloway and then Downing Bolis.

Mr. Dickson, Senator-elect Dickson.

MR. DICKSON: Thank you, sir. It is a pleasure to be here.

For the record, my name is Temple Dickson. I am the Democratic nominee for the State Senate, the 24th Senatorial District, a district that has the greatest military presence of any senatorial district in the United States.

It covers from Nolan County just west of Dyess and Taylor County to Bell County, and on

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the other end from Abilene to Concho County.

I am here simply to tell you that for the past few months I have spent time visiting with the people of this district, and I find that those people in the tradition of Texas to be extremely proud of their willingness to take part in the defense of this country.

I am very interested in the economic impact that was discussed; however, I think the people of the District are primarily interested in their feeling of an obligation to help defend this country.

In talking to the people throughout this District, I have found very little opposition to doing our part in taking part in doing that that needs to be done.

I find that the people are still thrilled by the words of people like John Kennedy who said that we would pay any price, we would aid any friend, oppose any foe.

I go throughout this District, and I find virtually no one who is not willing to take that obligation and to do our part again, and that is what I find among the people that I represent.

I was asked to write or to read a

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1 letter that was - into the record that was
2 addressed to the Secretary of Defense from the
3 Lieutenant Governor of the State.

4 He says, "Mr. Secretary, The State of
5 Texas stands firmly behind the efforts of Abilene
6 to secure the location of this vital strategic
7 system at Dyess Air Force Base.

8 "There is unanimous support for this
9 project from the state, the city and the business
10 community and our citizens.

11 "I would challenge any other state to
12 present a better proposal. Texas' support of a
13 strong national defense is well known and
14 community support of Dyess Air Force Base is
15 second to none.

16 "Not only does Dyess met the technical
17 criteria for the rail system but it is located in
18 a state where the quality of life is second to
19 none.

20 "We can offer the military and the
21 civilian support team excellent schools, fine
22 universities, great highways and air connections
23 and the commitment from the state government to
24 do whatever is necessary to secure the location of
25 this important weapon system.

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1 "We look forward to providing a home
2 in Abilene for the Peacekeeper Rail Garrison.

3 "Sincerely, Bill Hobby."

4 Thank you.

5 COLONEL MCSHANE: Thank you, sir.

6 Judge Jess Holloway.

7 JUDGE HOLLOWAY: Colonel McShane, for
8 the record, thank you for inviting us here today.

9 I am Jess Holloway, Taylor County
10 Judge, and I want to make it quite clear that I am
11 speaking in favor of the Rail Garrison coming to
12 Dyess Air Force Base.

13 I have had an opportunity for the last
14 several weeks to look over the proposal of the
15 Environmental Impact Study, and I think I can
16 report to you that the citizens I have talked to
17 and the information I have shared from your
18 proposal we have one asset that has not shown up,
19 and that is our citizens of Taylor County that are
20 very much behind Dyess Air Force Base and the
21 proposals you make.

22 I can report also that we would do
23 everything within our power to aid in this
24 project, and we would welcome you here in Taylor
25 County.

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1 Thank you very much.

2 COLONEL MCSHANE: Thank you, sir.

3 Mr. Downing Bolls.

4 MR. BOLLS: Thank you, Colonel, and I
5 would like to add my welcome also to that of Judge
6 Holloway for you-all coming back to Abilene.

7 I am Downing Bolls. I reside at 4234
8 South 5th here in Abilene 79605. I am a county
9 commissioner, an elected official.

10 I think that the Air Force should be
11 commended in the thoroughness of the Environmental
12 Impact Study.

13 I have just gone over it, not only the
14 portion relating to Dyess but to the various other
15 bases as well, and I have been impressed with the
16 thoroughness of the study.

17 I did want to comment very briefly on
18 a few environmental things as they pertain to
19 Dyess in your biological resources portion of the
20 study.

21 I noted that you anticipated some
22 mortality among the ground squirrels.

23 I would like to assure you that the
24 ground squirrels of West Texas are more
25 resourceful than you would imagine.

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1 You may manage to kill a few but the
2 rest will pick up and move down the road a little
3 piece and set up another colony.

4 Second I notice you take no cognizance
5 to the fact that there are wild turkey on the
6 reservation.

7 It may be that if you destroy some of
8 the habitat they will move further out into the
9 country and be less of a hazard to flight
10 operations at Dyess.

11 Third, there is a little critter which
12 you also failed to mention and I may as well warn
13 you about.

14 Those who dig holes in West Texas come
15 into contact with the West Texas bumblebee.

16 They build their nests in holes in the
17 ground, and I assure you that when you disturb
18 them they are testy little critters and they will
19 let you know it.

20 If you have contractors that are going
21 to be digging here, you might want to warn
22 them.

23 There are some folks who are also
24 concerned about losing a night's sleep because
25 they will be situated here in a target area.

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What they don't realize is that ever since Dyess was built and the first B47s arrived, we have been sleeping in the middle of the bull's eye, and it will be thus as long as Dyess and Abilene support national defense.

One of our noted jurists one time, John Philpott Duran said internal vigilance is the price of freedom.

If this weapon system helps to keep our enemies at arms length, this is a small price to pay for the freedoms that we enjoy.

Finally, I would like to share with you the sentiments of most of my constituents who are going to help pay for the cost of this system out of some dollars that are pretty hard to come by these days.

Inasmuch as the environmental impact at Dyess would be minimal and the costs would be much less than some of the other locations, they would join in urging you to give careful consideration to Dyess.

We thank you.

COLONEL MCSHANE: Thank you, sir.

The next three individuals are Don Dudley, Samuel B. Matta and Dale Ferguson.

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MR. DUDLEY: Gentlemen, welcome to Abilene, and I am Don Dudley. I live in Merkel. That is our little neighboring town 16 miles to the west.

I am also an elected official. I am commissioner of Precinct No. 2.

My fellow commissioner Downing Bolis failed to tell you that we do have a few rattlesnakes but don't worry about them they are plentiful as well as he also covered the squirrels.

Gentlemen, I think the missile will certainly complement Dyess Air Force Base.

As the gentlemen awhile ago pointed out, we are located right on I-20, the Union Pacific Railway.

He failed to mention and I would like to call to your attention that just south of Dyess is the Santa Fe Railway which could also be connected with just less than a mile with that track.

We would certainly like to see the missile come for numerous reasons, but the main reason is let's keep the peace.

It is one thing that we have that we

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must preserve. We have it now, let's keep it, so please consider Dyess and complement the Strategic Air Command and the site base with the missile.

Thank you very much.

COLONEL MCSHANE: Mr. Matta, please.

MR. MATTA: Thank you, sir.

Colonel McShane and other representatives of the United States Air Force, let me add my word of welcome to you.

We welcome you to Abilene, and we appreciate very much your inviting us to be here.

My name is Samuel B. Matta. I am currently serving as justice of the peace of Taylor County Precinct 1 Place 2 and as the only Hispanic elected official in the Big Country it is with great honor that I address the issue before us today.

I have prepared my statement in the form of a resolution, and I will present it as such if I may.

Gentlemen, whereas America is the greatest nation on the face of the earth and whereas there exists those in the world who are determined to change that fact by constantly threatening America and world peace alike and

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whereas we as Americans are charged with defending the honor of our forefathers who gave there very all so that we might enjoy peace and freedom for ages to come, and whereas we the citizens of Abilene love our country and all that it stands for and whereas as has been seen and displayed in the past Abilene and Dyess Air Force Base have what we consider an excellent and unique relationship in our joint effort to keep the peace of our beloved nation and whereas the Peacekeeper Rail Garrison is a weapon system which all America can be proud of as a deterrent to enemy aggression then be it resolved that we the people of Abilene gladly and strongly support its implementation and, of course, as always we would welcome the project into our very home with open arms because there is no greater honor or sense of patriotism than that of being part of the defense of the land of the free and the home of the brave.

Gentlemen, if I might add, as a representative of the people of Abilene and Taylor County, you may search from the mountain to the valley to the ocean white with foam but nowhere and I repeat nowhere will you find a more supportive or patriotic people than the citizens

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of Abilene and the Big Country.

Colonel McShane, the late President John F. Kennedy challenged us with the words, "Ask not what your country can do for you but ask what you can do for your country."

Well, sir, and gentlemen, we have asked the latter of the two questions and we have been given an answer and that is to provide a home for the Peacekeeper, and, gentlemen, all I can say tonight is we the citizens of Abilene stand ready and committed to the task before us.

If I might add, reading from a letter of the House of Representatives from Representative Erwin Barton to the Honorable Frank C. Carlucci, Secretary of the Defense, "As one of the ten sites under consideration, I would like to encourage the selection of Dyess Air Force Base in Abilene, Texas as a home base of the Peacekeeper Rail Garrison.

"The entire community of Abilene is very supportive of this project and have a long history of involvement with Dyess Air Force Base.

"All of us in Texas recognize the importance of being committed to our nation's defense efforts.

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"Your favorable consideration of the Dyess Air Force Base as home of the Peacekeeper Rail Garrison would be greatly appreciated.

"Sincerely, Representative Erwin Barton."

Gentlemen, thank you and may God bless you.

COLONEL MCSHANE: Thank you, sir.
Mayor Dale Ferguson.

MR. FERGUSON: I am Dale Ferguson, mayor of Abilene, Texas, and I wish to thank you, Colonel McShane, and all of you gentlemen representing the Air Force for this opportunity to make a few comments regarding the possible deployment of the Peacekeeper Missile System at Dyess Air Force Base.

It is my understanding the decision on deployment of the Rail Garrison System will be based on a number of elements including environmental impact study, costs, mission conflicts, operation effectiveness and political implications.

I want to confine my remarks tonight to the Environmental Impact Study and the support for the Rail Garrison System from the community.

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The staff of the City of Abilene have reviewed the Draft Environmental Impact Study.

Although there are minor inconsistencies between some of the numbers and figures in this study and those created by our city staff, these differences would have no substantial impact on the report. They are almost simultaneous reports.

In reviewing the impact of both the proposed action and the alternative action with regard to employment and income, population and demographics, housing, public services, utilities, transportation, land use, culture resources, biological resources, water resources, land use, cultural and other biological resources, all of these would be minimal and the City of Abilene and the staff concur with the assessment that was made by the Air Force that there would be an insignificant environmental impact due to the location of the Rail Garrison System at Dyess Air Force Base.

We think of Dyess as having three wings where most of the Air Force thinks of it as two wings, SAC and MAC.

We think of SAC, MAC and Abilene,

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three different groups, all one group together, and that is the way we think of Dyess and the City.

The City of Abilene believes that peace in today's world means that America must maintain a strong defense.

That is why in the early '50s this community raised the funds to buy the land and give it to the United States to establish a military base in Abilene.

The Peacekeeper Missile System is the next step in an ongoing effort to ensure that this nation's defenses meet the challenge of the world's security through strength.

The City of Abilene wants to continue to be a part of the proud men and women who serve to make this country safe.

We don't shrink from the challenge rather we embrace it.

Thank you.

COLONEL MCSHANE: Thank you, sir.

The next three individuals will be Mayor Violet Law, Mayor Rick Rhodes and City Councilman Harold Nixon.

MS. LAW: Colonel McShane, my name is

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1 Violet Law. I represent the City of Tye as their
2 mayor.

3 I am happy to report that at our
4 regular council meeting this month that the full
5 council voted to support the Peacekeeper and the
6 Rail Garrison Program.

7 They represent, they govern 1680
8 people, and I believe the majority of those people
9 are very supportive of the mission of Dyess.

10 I certainly support the mission of
11 Dyess and its project, and I certainly support the
12 Peacekeeper Rail Garrison Program.

13 I believe that every American should
14 support its country, should work for programs that
15 defend its country in the aggressive nature of
16 some of the countries that we see in our world
17 today that we have an obligation to defend our
18 country in any way we can.

19 The people of Tye probably recognize
20 sacrifice and concessions, but I know the
21 majority of them are for this program, and I
22 certainly hope that Dyess is successful in getting
23 it here.

24 I have a little bit of comedy, comedy,
25 excuse me, to add.

10

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1 My friend on the commission said he
2 lived in Merkel which is 16 miles west of here.

3 Well, I live in Tye which is just
4 adjacent to Dyess west of here, and in the case of
5 a national emergency if there is any way possible
6 I would just as soon you send those trains east
7 instead of west if it is at all possible.

8 Thank you.

9 COLONEL MCSHANE: Thank you, ma'am.
10 Mayor Rhodes.

11 MR. RHODES: Thank you, Colonel
12 McShane.

13 My name is Rick Rhodes, and I am the
14 mayor of Sweetwater, and I must admit that being a
15 mayor of a small town when I came tonight to a
16 public hearing and I drove up to the Civic Center
17 and saw on the marquee World Class Wrestling, it
18 kind of concerned me about the activities that we
19 were going to be involved in tonight.

20 I have been to some public hearings
21 that were close to that, but I was relieved to see
22 that that is not until August 1st, so I was glad
23 to see that.

24 It is a pleasure for me tonight to
25 represent the people of Sweetwater and Nolan

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1 County, and I would like to very briefly just tell
2 you that we are very supportive of the defense
3 efforts of this area and certainly this activity
4 of the Rail Garrison Defense System, the weapon
5 system.

6 We are just excited and proud to be a
7 part of the defense of our country and be a part
8 of a region that defense is such a big part of it,
9 and we are good neighbors to the west.

10 We are about 30 miles from Dyess Air
11 Force Base and very supportive of their activities
12 and know that they do a good job of handling
13 this.

14 I have been monitoring closely the
15 comments of our people as the publicity is
16 beginning to get more frequent on this project and
17 have had absolutely no negative comments
18 whatsoever and a lot of positive comments about
19 they really hope that it will come to this part of
20 the country and would be very glad to be a part of
21 that.

22 I also have a letter I would like to
23 share this evening from Senator Bob Glasgow from
24 the 22nd Senatorial District in Texas, and I will
25 just read a portion of the letter.

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1 He says, "I would like to add my
2 support for the location of the Peacekeeper Rail
3 Garrison at Dyess Air Force Base in Abilene,
4 Texas.

5 "I believe this area offers all of the
6 benefits needed to support this program and will
7 work with you and the Department of Defense to
8 achieve the placement of the Peacekeeper Rail
9 Garrison in Abilene.

10 "Very truly yours, Bob Glasgow."

11 Thank you again for the opportunity to
12 exercise the freedom of expressing our opinions.

13 COLONEL MCSHANE: Thank you, sir.

14 Harold Nixon, please.

15 MR. NIXON: I am Harold Nixon. I am
16 an independent businessman here in Abilene, a
17 citizen for many years serving my sixth year on
18 the Abilene City Council.

19 One of the greatest joys during this
20 six-year period on the council has been the
21 relationship that I have developed with the men
22 and women of Dyess Air Force Base.

23 I believe all of our citizens could
24 make this same statement, and we would welcome
25 other men and women of the Air Force to come with

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1 the Peacekeeper to share in this relationship that
2 we have here of all of our citizens with the Air
3 Force.

4 Of course, we have to look at the
5 impact that maybe we need the Peacekeeper here now
6 because of the economic problems that we are
7 having in our part of the state, but yet as I read
8 the information before us I believe we would save
9 the United States Government millions of dollars
10 to chose Abilene for the location here because of
11 our closeness to the national rail system, the
12 availability of land at Dyess Air Force Base and
13 surrounding the area, gentlemen, we need the
14 Peacekeeper, and we believe the Peacekeeper needs
15 Abilene.

16 Thank you for coming tonight.

17 COLONEL MCSHANE: Thank you, sir.

18 I would next like to call on Walter
19 Wheat, Dale King and Louis Gee.

20 MR. WHEAT: Colonel McShane,
21 gentlemen, my name is Walter Wheat.

22 My name is Walter Wheat. I reside at
23 1625 Glenhaven here in Abilene.

24 I also like Harold a member of the
25 city council of Abilene, Texas serving my fifth

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1 year.

2 I learned a long time ago that
3 anything I could do to deter my enemy I surely
4 would do it.

5 Anything that would protect me, my
6 family, my city and my country, I would certainly
7 welcome anything.

8 I think perhaps a national, a strong
9 national defense is probably the biggest deterrent
10 we have to foreign aggression in our country, and
11 I am sure that the missiles that we are discussing
12 here tonight is probably one of those major
13 deterrents.

14 We have to locate those things
15 somewhere. I would like to see them located in
16 Abilene because I feel that we love our country
17 enough that we are willing to take a chance on
18 employing such a weapon to deter our enemy from
19 bothering us.

20 My family supports me, and I hope the
21 citizens of Abilene do.

22 Thank you very much.

23 COLONEL MCSHANE: Thank you, sir.

24 Dale King.

25 MR. KING: I have a statement from

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1 Congressman Charles Stenholm, 17th District of
2 Texas.

3 America needs the Peacekeeper Rail
4 Garrison. This is clearly the most cost efficient
5 means of maintaining the credibility and reducing
6 the vulnerability of our intercontinental ballistic
7 missile forces.

8 The strength of our deterrent forces
9 has kept the peace for over 40 years protecting
10 the American people and our allies.

11 If we are to remain at peace, we must
12 remain strong. Failure to maintain our military
13 forces would only serve to embolden those who
14 would threaten peace throughout the world.

15 World War II was preceded by various
16 disarmament conferences which had weakened the
17 democracy's ability to resist.

18 Abilene and the entire state of Texas
19 has a long history of being in the forefront of
20 America's effort to remain strong and second to
21 none.

22 This is why the community played a key
23 role in the establishment of Dyess and
24 consistently provided strong support for the
25 facility.

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1 Abilene has long been proud to be a
2 home of freedoms forces, and it is only natural
3 that Dyess should become one of the future sites
4 of the Peacekeeper Rail Garrison.

5 The longstanding community support for
6 Dyess is ample evidence of the pro defense
7 attitudes of the vast majority of Texans.

8 Peacekeeper Rail Garrison can expect a
9 strong and positive Texas welcome at Dyess.

10 The Draft Environmental Impact
11 Statement released by the Air Force last month
12 further demonstrates the strengths of the Dyess
13 site.

14 The report states the proposed action
15 and the alternative action at Dyess Air Force Base
16 would not result in significant impacts on any
17 resource, quotation closed.

18 Dyess was one of the few proposed
19 sites which received this clean bill of health.

20 The Texas Congressional Delegation
21 supports us wholeheartedly. Here are the members
22 in addition to Congressman Stenholm who signed the
23 letter to the secretary. Jim Chapman, Charles
24 Wilson, Steve Bartlett, Ralph Hall, John Bryant,
25 Joe Barton, Bill Archer, Jack Fields, Jack Brooks,

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1 Jake Pickle, Marvin Leath, Jim Wright, Beau
2 Boulter, Mac Sweeney, Kika de la Garza, Ronald
3 Coleman, Larry Combest, Henry B. Gonzalez, Lamar
4 Smith, Tom Delay, Albert Bustamante, Martin Frost,
5 Mike Andrews, Richard Arvey and Solomon Ortiz.

6 The evidence is clear. The Abilene
7 community wants and supports the Peacekeeper Rail
8 Garrison.

9 As your Congressman and as a citizen I
10 enthusiastically encourage the selection of Dyess
11 Air Force Base as home to another integral part of
12 our national defense system.

13 We have every confidence that the Air
14 Force will consider all of this strong evidence
15 when making the final decision.

16 May I put aside my Congressional
17 employee hat for just a moment and speak as a
18 lifelong resident of the Abilene area.

19 I am Dale King. I live at 1649
20 Washington Boulevard here in the city. Let's turn
21 back the years for just a moment.

22 I sat on the cow lot fence over in
23 Jones County with my dad and watched the 45th
24 Division move to Berkeley. All day from dawn to
25 dark the trucks rolled by.

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1 I was in college here in Abilene at
2 the time of Pearl Harbor. The military lost most
3 of its glamour when I joined the Brown Shoe Army
4 Air Corp.

5 I know something of the problem of
6 decent housing for dependents in the cities
7 crowded by servicemen.

8 I felt some of the treatment as a
9 second class citizen by some local civilians who
10 seemed primarily interested in making a buck.

11 During those difficult years Abilene
12 worked hard to build a partnership with the
13 military.

14 I was here when Congressman Omar
15 Burleson and local officials dug the first spade
16 of dirt for Dyess Air Force Base.

17 We had five military installations in
18 the Congressional district as late as the '60s.

19 Historically a honeymoon with the
20 civilian population lasts for a few months or at
21 the most a few years.

22 It is not pleasant to try to work out
23 many of these local problems.

24 These have always been minimal almost
25 microscopic with Abilene.

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1 I do not know of a single serious
2 problem involving Abilene and Dyess that was not
3 solved at the local level without calling in the
4 inspector general or anyone except local
5 leaders.

6 I want to put in the record that Fred
7 Lee Hughes has not been the chairman of the
8 Military Affairs Committee of the Abilene Chamber
9 ever since the Civil War.

10 We have had many great leaders.
11 Oliver Howard, Dub Wright made great
12 contributions.

13 Fred Lee will hasten to add the names
14 of many local men and women who have spent their
15 own money and worked long hard hours to keep the
16 Dyess/Abilene partnership the very best in the
17 entire nation.

18 One very important testimony for us
19 comes from the thousands of Air Force personnel
20 all over the world who want to come to Dyess at
21 their very first opportunity.

22 Our country needs the Peacekeeper Rail
23 Garrison. The Air Force needs Dyess to house the
24 Rail Garrison and Dyess needs Abilene to have the
25 best support that can be given by any community

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1 anywhere bar none.

2 COLONEL MCSHANE: Thank you, sir.
3 Louis Gee.

4 MR. GEE: Gentlemen, I am Louis Gee,
5 3910 Monticello Street, Abilene, Texas.

6 I would like to read into the record a
7 letter from Mr. Ken A. Caperton, State Senator,
8 District 5, State of Texas.

9 "To the Secretary of Defense, Dear
10 Secretary, I lend my support to the selection of
11 Dyess Air Force Base as the site for the
12 Peacekeeper MX Missile Rail Garrison.

13 "The Abilene community wholeheartedly
14 supports selection of their area as the site for
15 the MX missile which is consistent with their
16 general patronage of Dyess Air Force Base existing
17 status as the site for other nuclear weapons such
18 as the B-47, the B-52 and the B-1.

19 "I appreciate your consideration.
20 Sincerely, Kent A. Caperton."

21 Thank you.

22 COLONEL MCSHANE: Thank you, sir.

23 The next individuals would be Jim
24 Heaney and Brad Cheves.

25 MR. HEANEY: Good evening, Colonel

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McShane and members, my name is Jim Heaney. I am a resident of Abilene, Texas.

I have a letter written to the Honorable Frank Carlucci from Hugh Farmer, Senator Hugh Farmer of District 12 in Fort Worth.

"Dear Mr. Secretary, I am writing in support of locating the Peacemaker Rail Garrison at Dyess Air Force Base, Abilene, Texas.

"For many years Texas and Texans have dedicated themselves to the full support of the United States military.

"Texas is blessed with many highly skilled civilians and service personnel who call Texas home.

"Among those sites which have deep roots and long ties to Texas and the defense system of the United States is Dyess Air Force Base.

"At Dyess the Peacekeeper Rail Garrison would find a suitable home. I think Dyess is logical as well as economical and effective since it is a strategic military installation and readily accessible to 170,000 miles of rail lines.

"I would hope that the people of

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Abilene and all of Texas could look to you to recognize the historical support we have provided to the United States military and note that the Peacemaker Rail Garrison should be located at Dyess.

"Thanks for your consideration.

"Sincerely, Hugh Farmer, Senator from the 12th District."

And I would like for the record that I concur wholeheartedly with the Senator's statement.

Thank you.

COLONEL MCSHANE: Thank you, sir.

Brad Cheves.

MR. CHEVES: Colonel McShane, my name is Brad Cheves. I represent and serve as executive assistant to Representative Bob Hunter, State Representative of District 79.

The District is primarily made up of the City of Abilene and Dyess Air Force Base.

I would like to read for the record a letter from Mr. Hunter and have some comments following the reading of the letter.

"Dear Mr. Secretary, I am pleased to wholeheartedly endorse the placement of the

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Peacekeeper Rail Garrison at Dyess Air Force Base at Abilene, Texas.

"The Department of Defense could not find a more supportive community for this program.

"Abilene has had a long history of community and military cooperation and this project would be no different.

"There is no question that the Dyess Air Force Base location meets the technical needs for the program.

"This defense system is vital to our national interest and Dyess Air Force Base would be an ideal location for a defense system of this nature.

"Sincerely yours, Bob Hunter."

Further I would like to report that we will submit for the record several letters, many letters from state representatives from all across Texas representing all geographic regions, north, south, east and west.

I will submit the letters but I would like to read the list of those representatives.

Community leaders and citizens will be reading other letters that will be submitted later in the hearing, but for the record, State

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Representatives Jerry Beauchamp, Speaker Pro Tempore Hugo Berlanga, Frank Collazo, Representative Robert Early, Robert Eckels, Orlando Garcia, John Gavin, Gerald Geistweidt, Ron Givens, Kent Grusendorf, Lena Guerrero, Jack Harris, Dudley Harrison, Jim Horn, Ron Louis, Jim McWilliams, Bob Melton, Mike Millsap, Alex Moreno, Anna Mowery, A. R. Ovard, Jim Parker, L. P. Patterson, Glenn Repp, Jim Rudd, Sam Russell, Robert Saunders, Curtis Seidlitz, Larry Don Shaw, Hugh D. Shine, Richard Smith, John Smith, Monte Stewart, Mark Stiles, Jim Tallas, M. A. Taylor, Barry Telford, Keith Valigura, Richard Waterfield, Foster Whaley, Steven Wolens, Jerry Yost, and Robert Earley.

I think you will find these letters to be most supportive and indicative of the support the whole State of Texas is giving to this project. I would submit these.

And further I would like to also report for the Congressional Record that Mr. Dale King has been the 17th District Congressional aide since the Civil War.

Thank you, sir.

COLONEL MCSHANE: Now, you may have

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noticed that all of the folks who have spoken so far are representatives of public officials or the public officials themselves and the balance of the cards that I have here did not indicate any public title or anything like that, so if we don't have it and somebody is a public official that didn't put it down, you will be mixed in with the rest of the other individuals here, and what they did is they collected all of these cards and then they shuffled them, so I am just going to call them out in the order that I have them and ask again three people to come forward at a time, and I will start with Dr. Paul Jungmeyer, Roger Stone and Tim Rice McClarty.

DR. JUNGMEYER: Colonel McShane, I am Paul Jungmeyer. I live at 1149 Hollis here in Abilene.

I am vice-president for Academic Affairs and dean of the college at McMurry College. I am also president of the Abilene Rotary Club.

Colonel McShane, gentlemen, I wish to make a statement this evening in support of the deployment of the Peacekeeper Rail Garrison at Dyess Air Force Base.

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McMurry College is especially proud of the relationship that it has had with Dyess Air Force Base.

For three decades McMurry College has delivered undergraduate instruction to the men and women of Dyess.

The relationship between McMurry and Dyess has been exceptionally harmonious. We at McMurry College feel a special responsibility toward these students because of the significant and unique role they play in defending our nation's freedoms.

McMurry has attempted during nearly the 30 years of our relationship at Dyess to be sensitive to the educational needs of Dyess personnel whether it be scheduling of courses at times which permit airmen and air women to accommodate their work schedules or offering programs and courses which are needed.

McMurry College wishes to pledge to continue its philosophic commitment to Dyess and to the Air Force and to commit moreover what resources are required to enlarge if need be the McMurry College/Dyess program in the event the Peacekeeper Rail Garrison is deployed at Dyess Air

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Force Base.

Thank you.

COLONEL MCSHANE: Thank you, sir. Roger Stone.

MR. STONE: I am Roger Stone. My wife, Betty and I are managers of LaQuinta Motor Inn, and we live at the same location sometimes unfortunately, but we are there.

I am also president of the Hotel/Motel Association, and I feel proud and honored to have the opportunity here tonight to come in and say and tell you gentlemen that you have the full support from the Hotel/Motel Association.

Being an ex-serviceman myself for several years, I didn't have the beard at the time, my hair was a little shorter, my last four years I was with the Nike Hercules.

I understand the need and the importance of a national defense.

Unfortunately there is no way that we have found yet today that we can guarantee peace, and we have to increase and enlarge our defense.

In just finalizing, defense is probably like our Super Bowl. The winners come out with the best offense and defense, and we all

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want to win the Super Bowl, so we are just happy to have the opportunity to have you here.

Thank you.

COLONEL MCSHANE: Thank you, sir.

Mr. McClarty.

MR. MCCLARTY: My name is Tim McClarty. I am an architect here in Abilene. I represent the American Institute of Architects here in Abilene, Texas. I am the president.

I also represent another group of people, my family.

I have three children, my wife, and we have lived in this town since 1952 when I was born here.

I am not going to endorse any program at all that would jeopardize my family.

I endorse this program. I love this town. I love the people in this town, and we want this program here.

Thank you.

COLONEL MCSHANE: Thank you.

The next three individuals, Peter Velasquez, Hal Flanders and Brad Helbert.

MS. VELASQUEZ: My name is Maria Velasquez, and I live at 2910 South 22nd.

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I have lived there for the past 33 years, I mean in Abilene.

My concern is that as a citizen and a taxpayer I am very much concerned is what is happening lately with our defense contractors.

It looks like we have been sabotaged from within. Our contract, our defense weapons are defective so how can we accept responsibility for something this enormous to be traveling among our cities and the United States.

Also, let me say that I am for strong defense. I am a taxpayer. I have never, neither I or any member of my family have ever operated with tax exempt bonds.

I am not a tax dodger. I pay my taxes. If you take a survey of some of the people that support this defense weapons, most of them will operate with tax exempt bonds, will invest in tax exempt bonds, therefore I believe that they are not operating or supporting a strong defense like I and my family are.

My only concern is that we should pay close attention to who we award and trust these weapons to because let's face it the truth is that the biggest and most expensive weapons we have now

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are defective and who knows we might be wiped out from the first - from the face of the earth not by the Russians but by our own defense contractors that have sabotaged our system.

Thank you.

COLONEL MCSHANE: Thank you.

Hal Flanders.

MR. FLANDERS: We have been reminded of our purpose here, environmental concerns, not moral issues.

We were similarly cautioned at the previous meeting.

At that meeting some 35 people spoke. Of those some 26 people supported the proposal with patriotic speeches but no environmental concerns.

Nine others concerned about the impact of this proposal on the health of the world also spoke.

Of these only one environmental question was specifically addressed affecting the health of the planet.

That item dealt with pesticides and biocides both used frequently in construction and maintenance by contractors and railroads.

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I fail to find reference to this practices nor intentions to discourage them in the draft.

At least two classes of possible abuse exist.

During construction affecting biological water and air quality as by now even the uninformed are aware.

Applications of biocides and pesticides to the railroad rights of way widely done already and not likely to reduce in the face of concern about possible sabotage or terrorism.

Increasing water pollution and air quality reduction is being reflected in growing numbers of people labeled as the environmentally ill.

These unfortunates stand in the position of the canary to the coal miner who watched the birds carefully while in the mine.

If the birds fell sick the miners ran. The environmentally ill are sick because of the poisons we are spreading without being sufficiently aware of the long-term impact.

If the decision maker decides to go ahead with the system both unnecessary and

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undesirable in my view at least we should be firm in our conviction that our planet should be safeguarded by taking all the precautions we know how to do in the process.

I would like to see this addressed.

COLONEL MCSHAIE: Colonel Walsh, did you have a -- all right.

Brad Helbert.

MR. HELBERT: I am Brad Helbert, executive director of the West Central Texas Council of Governments.

I reside at 1910 Willow Drive. I have just placed on the table letters from 30 of the elected officials including county judges, mayors, city council members and commissioners from throughout our 19 counties.

Many of our elected officials are here tonight to share with you their dreams for the big country.

Also a resolution from the Council of Governments which is a political subdivision of the state made up voluntarily of the government bodies of this area.

We have something like 60 school districts represented on our board, 19 counties,

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56 cities, soil and water conservation districts, hospital districts, water authorities and others.

We would like for you to take seriously the fact that the B-1 bomber and also the Rail Garrison not only is housed in Dyess but it plays in the back yards of the counties across this area.

They welcome you here. They do not dread the items that have been mentioned but look forward to what can happen when we join together as brothers.

Let me share with you a few other items. Abilenians and the Big Country have always had a unique position in the defense of our nation.

Beginning with the outpost of Fort Phantom Hill in the mid 1800s and in the more recent times Camp Barkeley in the '40s then came Dyess in the '50s and the Nike missiles in the '60s and now we welcome the B-1 bomber, and we wish to extend to you a welcome to the Rail Garrison.

In the 1850s a young man stationed at Fort Phantom sent a letter to his fiancée in the east and said that God did not intend for this

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vast land to be inhabited by man but people who had courage dreamed, had a dream and the fortitude to fight the hardships and came forward to carve a home in our western land.

Today, the tenacity of our forebearers lives on in us. We are a red, white and blue flag waving group of citizens and we welcome the defense of our nation to be placed in our hands.

We promise you a barbecue fest and not a protest.

COLONEL MCSHANE: Thank you, sir.

I next call on Fred Lee Hughes, John E. Conner and Grady Barr.

MR. HUGHES: Colonel McShane and members of the panel, I am Fred Lee Hughes. I live at 1462 Woodland Trail.

I am an Aggie, car jockey, banker and a former mayor, and even though I may look like I have been chairman of the Military Affairs Committee since the Civil War it really has only been about ten years.

I have two letters of which I would like to read to you in part. One is from the office of the governor in Austin, Texas.

His last paragraph says, "I urge you

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to consider the findings of the Environmental Impact Statement on this program which indicates that Abilene's Dyess Air Force Base would be one of the best possible sites for a Rail Garrison unit.

"I enthusiastically support the Peacekeeper Rail Garrison Program and am confident that the Congress will appreciate the benefits of this significant addition to our overall national defense.

"The citizens of the state of Texas are proud of the role we play in preserving our national security and look forward to this opportunity to make additional contributions.

"Sincerely, William P. Clements, Jr., Governor."

I have one other one from Mr. Gibson D. Gib Lewis, the speaker of the Texas House of Representatives, also addressed to the Secretary of Defense.

"I want to add my name to others who have voiced their support of Dyess Air Force Base in Abilene, Texas as the site for the Peacekeeper Rail Garrison.

"It is my understanding that the

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Abilene site is the only Air Force Base in Texas to make this short list.

"I am confident that you will be impressed with the local and state support during your public hearing in Abilene.

"The people of West Texas look forward to continuing to serve their country's national defense system.

"Sincerely, Gib Lewis, Speaker of the House. Thank you."

COLONEL MCSHANE: Thank you, sir.

Mr. Conner.

MR. CONNER: I am John E. Conner. I live at 2109 River Oaks. I have lived in Abilene for 27 years. I was assigned here from France in 1961.

I have flown combat in two wars in fighters and have found no environmental impact on my life in Abilene.

My wife lives with me and feels the same as I do.

We have raised four children here and sent them out into the world. One of them went back into the service.

I bring to you a letter from Bill

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1 Arnold, State Representative from the District
2 106.

3 This is to the Honorable Frank C.
4 Carlucci, Secretary of Defense.

5 "Dear Mr. Secretary, we are in strong
6 support of Dyess Air Force Base as the site for
7 the Peacekeeper missile.

8 "Our investigation has revealed that
9 the community of Abilene as well as the Chamber of
10 Commerce are very supportive of this project and
11 have pledged their support in the accomplishment
12 of this endeavor.

13 "The track record shows that there has
14 been a long standing rapport between the citizens
15 and the military of this city.

16 "Our investigation also shows that
17 Abilene would rank very high against the other
18 nine sites being able to utilize their existing
19 railroad capacity in Texas for the use of this
20 particular strategic weapon system.

21 "The State of Texas has long been
22 recognized as the state that exhibits political
23 support towards the armed forces.

24 "It is our opinion that to locate the
25 Peacekeeper Rail Garrison at Dyess Air Force Base

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1 would even strengthen that support.

2 "We would appreciate a positive
3 response to this important issue." Signed Bill
4 Arnold.

5 Thank you very much.

6 COLONEL MCSHANE: Thank you, sir.

7 Mr. Barr.

8 MR. BARR: Thank you. My name is
9 Grady Barr. I live at 741 Rivercrest here in
10 Abilene.

11 I am a family man. I own and operate
12 a small business here. Dyess has and is an
13 integral part of the City of Abilene.

14 Any addition to Dyess would be an
15 addition to the City of Abilene, and I too would
16 like to read a portion of a letter from Chet
17 Brooks, State Senator to enter into evidence.

18 It is addressed to the Secretary of
19 Defense. "Texas proudly has been one of the
20 leading states in military activities since 1845
21 and became the birth place of military aviation
22 when Lieutenant Benjamin D. Foulois flew an
23 airplane, an Army airplane at Fort Sam Houston on
24 March 2, 1910.

25 "Citizens throughout Texas have

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1 embraced the strong military presence in our state
2 and reciprocation by military personnel is
3 evidenced by the large number who make Texas their
4 permanent home after they retire.

5 "Citizens of Abilene have been
6 enthusiastic in their support for Dyess Air Force
7 Base and they would welcome the honor of being
8 home to Peacekeeper Rail Garrison.

9 "I feel therefore that Dyess Air Force
10 Base would be an excellent choice as site for the
11 Peacekeeper Rail Garrison."

12 Thank you.

13 COLONEL MCSHANE: Thank you, sir.

14 Next would like to call on George
15 Palmer, Greg Shrader and David Weeks.

16 MR. PALMER: Good evening, my name is
17 George Palmer. I represent myself and the
18 Physician for Social Responsibility.

19 I live in Dallas, Texas. I was struck
20 in the draft statement by three sentences in
21 particular which I will quote.

22 In Section 4412, "Total employment in
23 the Abilene area has declined since 1984 mainly
24 due to a downturn in the oil and gas industries."

25 Then the next two are from Section

26

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1 4413. "Total MX related jobs would range from 464
2 in 1990 to 1,175 in 1991 and stabilize at 555 in
3 1993 and thereafter."

4 "The effect of the proposed action on
5 personal income would range from 10.6 million
6 dollars in 1990 to 26.4 million dollars in 1991
7 and stabilize at 10.5 million dollars in 1993 and
8 thereafter."

9 We are talking about a powerful amount
10 of money, and it isn't hard for me to understand
11 the motivations of the local citizens testifying
12 on behalf of the Rail Garrison System.

13 They clearly care a lot about the
14 economic well-being of their community.

15 I am remembering after the scoping
16 hearing in March a conversation I had with a local
17 businessman who testified in favor of this system,
18 in favor of the project who acknowledged to me
19 that the merits of the MX as a weapon didn't much
20 concern him but he wanted the jobs and the money
21 that this project would bring here.

22 One more quote from Section 4412.

23 "The service, government and trade sectors were
24 the top three employers in the Taylor County area
25 accounting for approximately 59 percent of the

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1 total employment in 1980 and 1984."

2 Well, service doesn't - service
3 industry doesn't generate money although it does
4 redistribute it.

5 Trade doesn't generate money. It
6 redistributes it. Government provides a lot of
7 money to the system. That is where much of the
8 money comes from.

9 Abilene looks to me like a community
10 with a needle in its arm, and through this needle
11 it is coursing the narcotic of military spending.

12 I don't mean to be melodramatic, but
13 you can see the -- somewhere this is an edge in
14 the voices of the people who - the business
15 leaders and the civic leaders who are testifying
16 here tonight.

17 There is just an edge of desperation.
18 They need the money here. The same thing is
19 happening to Abilene as has happened to dozens of
20 communities around the country.

21 The more military money that flows
22 into a community the less diverse over time the
23 local economy becomes and the more addicted the
24 local economy becomes to further infusions of
25 money, and it isn't hard to see how citizens see

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1 military projects of this sort as the MX as
2 useful, necessary and even patriotic.

3 We have been developing the MX since
4 1969. For the last ten years Congress, the
5 President and military have been trying to decide
6 what to do with it.

7 The Air Force has proposed over 30
8 different basing modes. All of them have been
9 discarded as either impractical, strategically
10 unwise or too expensive.

11 The MX program has already cost 30
12 billion dollars. The Rail Garrison is supposed to
13 cost between 10 and 15 billion.

14 I bet you it will cost closer to 15
15 than to 10. 45 billion dollars, we are a country
16 that has spend 2 trillion dollars on the military
17 since 1981.

18 Where does it all end? I mean, what
19 is the point?

20 The MX is the perfect example of a
21 weapon system built for military reasons - for
22 political reasons rather than military reasons.

23 There are between four and 5,000
24 contractors and subcontractors for the MX spread
25 across 42 states.

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1 That is part of the - that is what
2 people talk about when they talk about a weapon
3 having a political constituency.

4 The other part of the political
5 constituency is communities like Abilene which
6 come over time to need the infusion of military
7 spending.

8 The U. S. has a total of 23,400
9 nuclear weapons. 12,700 of them are on strategic
10 delivery systems, long range delivery systems.

11 None of these - none of these can we
12 use. None of these 12,700 can we use because if
13 we use any of them, the United States will cease
14 to exist as a political and economic entity so
15 will probably the Soviet Union and numerous other
16 countries as well.

17 COLONEL MCSHANE: Mr. Palmer, I have
18 let you run on a couple of extra minutes.

19 We need to move on to the other
20 speakers.

21 MR. PALMER: Okay, I will finish just
22 in one moment.

23 What is the point? The Rail Garrison
24 will provide an additional 500 missiles so we have
25 13,200 instead of 12,700.

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1 Are we that much safer?

2 If I were a Soviet general and looking
3 at the Rail Garrison, the earth covered Rail
4 Garrison will have 80 warheads inside it.

5 If I were a Soviet general looking at
6 that, I would think by golly with one well placed
7 nuclear shot I can knock out 80 warheads.

8 That is what people mean when they say
9 it is destabilizing.

10 Now in times of stress, or national
11 need as you euphoniously put it what happens if
12 the United States slips these weapons out, the
13 trains out onto the civilian rail network.

14 Soviet photoreconnaissance satellites
15 are certain to notice the fact and again what
16 would a Soviet General do.

17 He would think, ah-hah, I bet the
18 Americans are planning to attack us. We had
19 better attack them first.

20 When you produce a weapon for
21 political weapons you get weapons like the MX.
22 They don't serve our interest and they come at too
23 high a cost.

24 Thank you for your indulgence.

25 COLONEL MCSHANE: Thank you, Mr.

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1 Palmer.

2 Greg Shrader.

3 MR. SHRADER: Good evening, gentlemen.

4 My name is Greg Shrader. I live at
5 3233 Woodlake here in Abilene.

6 I represent the Abilene Reporter News
7 a newspaper who has been in business long before
8 there was a dime of defense money spent here in
9 Abilene.

10 I would like to read into the record
11 an editorial that appeared in our newspaper,
12 Sunday, July 24, 1983.

13 "Abilene's reputation of superb
14 community relations with the Air Force is
15 legendary. It is a two way street, of course.

16 "Dyess contributes much to the life of
17 Abilene and Abilene contributes much to the life
18 of Dyess and its mission.

19 "Further evidence of that support was
20 demonstrated in April when the Air Force conducted
21 a public hearing here to discuss the environmental
22 consequences of basing the Peacekeeper Missile
23 Rail Garrison at Dyess.

24 "Abilene people turned out to voice
25 their enthusiastic support for this idea. Now, we

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1 have the opportunity to do it again.

2 "The Air Force will go over its
3 Environmental Impact Statement and hear testimony
4 of environmental issues not already addressed.

5 "The Environmental Impact Statement
6 released earlier this month reported proposed
7 action and alternative action at Dyess Air Force
8 would not result in significant impact on any
9 resource.

10 "Only three other bases out of the 11
11 sites being considered received such a clean
12 rating.

13 "Of course, locating the Peacekeeper
14 Rail Garrison here would have one kind of
15 significant impact.

16 "It would bring jobs to Abilene and
17 that we admit is a major reason for the community
18 support, but that is not all.

19 "Abilene supports the nation's defense
20 mission. Its Peacekeeper Rail Garrison is to play
21 a vital role in that mission. We will support
22 that decision and do what we can to make it
23 successful.

24 "The Air Force is good for
25 economically and culturally and Abilene is good

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1 for the Air Force. It is a partnership that has
2 worked well and will continue.

3 "The Peacekeeper is welcome in
4 Abilene. That is the message the Air Force needs
5 to hear Monday night."

6 Thank you.

7 COLONEL MCSHAHE: Thank you, Mr.
8 Shrader.

9 David Weeks.

10 MR. WEEKS: My name is David Weeks,
11 and I live at 751 Grove, and I would like to
12 welcome you here to Abilene and thank you for the
13 opportunity to visit and tell you what we think of
14 the Air Force and why we want the Peacekeeper in
15 Abilene.

16 I disagree with the gentleman who
17 speak a little earlier. I was born and raised
18 here in Abilene and am raising children here in
19 Abilene, and we look at the Air Force not
20 necessarily for the money that comes but we look
21 at them for the neighbors that they are, and the
22 good friends and the good people and what they do
23 for the community and that is an experience this
24 gentlemen hasn't had the opportunity to discover,
25 and it is a situation that we in Abilene while we

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1 appreciate the benefits economically, it is the
2 neighbors, and it is the other benefits we
3 appreciate.

4 I would like to say one thing in
5 reference to the Environmental Impact Statement.

6 There was great deal mentioned about
7 the rail systems here in Texas, and I would like
8 to read a letter from the Chairman of the Texas
9 Railroad Commission, Chairman Jim Nugent.

10 "Dear Mr. Secretary, As Chairman of
11 the Texas Railroad Commission, I want to express
12 my strong support for Dyess Air Force Base, Texas
13 as the home for the Peacekeeper Rail Garrison
14 System.

15 "Abilene has a long history of
16 supporting the military, including tactical and
17 strate, units and missile installations.

18 "Because of the strategic and
19 environmental contributions of the area, I hope
20 you will select Abilene and Dyess Air Force Base,
21 Texas for the Peacekeeper Rail Garrison System.

22 "I grew up in the San Angelo area not
23 far from Abilene and am well acquainted with the
24 strong patriotic nature of West Texans.

5 "Also that country is extremely well

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1 suited for location of the Peacekeeper Rail
2 Garrison System.

3 "Our railroad network in West Texas is
4 in good condition and is accessible for moving or
5 static deployment.

6 "The people of the Abilene area
7 support this vital part of our national defense
8 and I join in their enthusiasm and support of the
9 mission with the Peacekeeper.

10 "If there is anything my office can do
11 please call. We will be happy to assist you in
12 your efforts.

13 "Chairman, Jim Nugent, Texas Railroad
14 Commission."

15 Thank you.

16 COLONEL MCSHANE: Thank you.

17 The next three individuals I call on
18 are Keith Wells, Linda Calcote and Scott Senter.

19 MR. WELLS: Colonel McShane,
20 gentlemen, I appreciate you taking time to come.

21 By the way I am Keith Wells and live
22 here in Abilene, downtown Abilene.

23 I want to say that I am a geologist.
24 I have been over 40 years here in Abilene and the
25 first well I ever drilled in Taylor County was

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1 about a mile and half south of Dyess with a cable
2 tool rig, and since then I have give that area a
3 lot of thought as you might imagine, and in more
4 recent time I have given it some additional
5 thought as to what impact you people would have in
6 that area.

7 I notice that Dyess as it sits there
8 now has certainly been an asset to the community.
9 It has not been a drawback in any way whatsoever.

10 It is something that you drive up to
11 and if you look at everything -- and by the way I
12 did go to Texas A&M three years in agronomy before
13 I got my degree in petroleum geology, so I do
14 recognize the benefits of the soil as well as the
15 underground, and I am sure you will have no great
16 impact on the geology of this area.

17 Our tectonics here are very gentle,
18 and it is 15, 16 miles west of here of Dyess
19 before you run into any faulting or undue amount
20 of fracturing or that type of thing, so I think
21 you are very safe as far as the geology of the
22 area is concerned.

23 As to -- I want to say this, when
24 World War II broke out I was at Texas A&M and men
25 like this young man right here had been fighting

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1 our development, and when war broke out and we
2 were in full scale war, we had absolutely nothing.
3 We had nothing.

4 They had to take the rifles from Texas
5 A&M that had been abused there for twenty years by
6 all of those Cadets to just give to our soldiers.

7 If the Japanese had hit the West Coast
8 we would have lost the war. I know near the end
9 of the war when we were building planes so fast
10 and furious and I was visiting with my father. I
11 had been wounded on Iwo Jima, and I was visiting
12 with my father on a 30 day convalescent leave, and
13 a man came up and said, oh, he says, we are just
14 spending too much money. Look at all of those
15 airplanes we was building, and my father turned to
16 him and quickly said, "Mister, if we build 10,000
17 planes too many and we like one building enough,
18 then that is what we need to think about."

19 We welcome you here, and if you think
20 that this is a good place, I guarantee you we will
21 back you.

22 Thank you.

23 COLONEL MCSHANE: Thank you, sir.

24 Linda Calcote, Calcote. I hope I am
25 not pronouncing that too badly.

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1 MS. CALCOTE: Colonel McShane, you
2 would make a great Texan. The first time you
3 pronounced my name correctly.

4 COLONEL MCSHANE: Thank you.

5 MS. CALCOTE: I am Linda Calcote. I
6 am a community volunteer, and I live at 3499 Santa
7 Monica.

8 I have been a resident of Abilene for
9 21 years, and when I brag about Abilene which is
10 very often I point out with great pride that we
11 are the home of Dyess Air Force Base.

12 Over the past several years I have had
13 the privilege of touring several of our military
14 installations throughout this country, and I am
15 convinced that we must have an adequate defense
16 system if we are to have any hopes of continued
17 peace.

18 We may think that we can't afford to
19 spend more money on defense. We can't afford not
20 to.

21 As we face an election year, we will
22 often hear of the need of housing for the poor,
23 health care for the needy, and a clean environment
24 in which to live, but it is critical for each of
25 us to realize that unless we have a strong defense

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1 system for this country we have nothing.

2 I strongly support the location of the
3 Peacekeeper Rail Garrison at Dyess Air Force Base.

4 The men and women assigned to this
5 unit I would welcome as my neighbor and my friend
6 as we join hands together toward the pursuit of
7 peace that will enable each of us to continue
8 living in a free world.

9 I would also like to read a letter
10 addressed to the Secretary of Defense from Don
11 Henderson a member of the Texas Senate from
12 District 7.

13 A portion of this letter states,
14 "Dyess Air Force Base is situated in a strategic
15 location for quick and easy dispersion of the
16 missiles should the need arise.

17 "The qualities of the base are well
18 known. It is the community and the state that I
19 would like to bring to your attention.

20 "The people of Abilene and the
21 military community have a long history of
22 cooperation and concern for each other.

23 "The base was established due to a
24 community effort at the beginning. The people are
25 proud of Dyess Air Force Base.

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1 "The citizens of Texas have been very
2 supportive of our country's efforts to build a
3 strong national security.

4 "They understand that a strong nuclear
5 defense is a major deterrent to aggressive
6 tendencies by other countries.

7 "Therefore, they welcome the
8 opportunity to be a strategic part of that
9 defense. In Dyess Air Force Base I believe you
10 have all of the ingredients for a successful
11 installation of the Peacekeeper Rail Garrison.

12 "I sincerely hope that you will give
13 it every consideration. Sincerely yours, Don
14 Henderson."

15 Colonel McShane and distinguished
16 members of this panel, I am very glad that you are
17 here tonight at Abilene and at Dyess. I hope you
18 will come back again and stay.

19 COLONEL MCSHANE: Thank you, ma'am.
20 Scott Senter.

21 MR. SENTER: Colonel and distinguished
22 panel, we appreciate you being in Abilene, Texas.

23 My name is Scott Senter, and I am in
24 the real estate business here locally.

25 I was born and raised here in Abilene,

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1 Texas and went off to go to school and chore to
2 move back because this is a town that loves the
3 military.

4 We appreciate what you folks do for
5 our country. We want you to continue doing what
6 you are doing so well.

7 We would like to support the idea of
8 the second possible site on Dyess. That north end
9 of Dyess looks like it may have some merit as
10 opposed to the south end, and we would like that
11 to be explored while the committee is doing that,
12 and I would also like to support that we had a lot
13 of extra barbecue this last year, and we need some
14 more people down here to help eat that barbecue,
15 and we need the Rail Garrison in Abilene, Texas.

16 I would like to read a letter into the
17 record from John Leedom, Senate District 16 in
18 Dallas, Texas.

19 It says, "The peace of our nation and
20 its security is important to the people of Texas.

21 "Dyess Air Force Base is one of the
22 ten sites in the country being considered for the
23 Peacekeeper Rail Garrison.

24 "Dyess is housing a portion of our
25 nuclear forces and ready to add the Peacekeeper

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1 Rail Garrison now.

2 "I support the battle strategic
3 program in its location in Abilene. Sincerely,
4 John Leedom," and this was addressed to the
5 Secretary of Defense Carlucci.

6 Thank you guys for your time, and come
7 back and see us and come eat some barbecue.

8 COLONEL MCSHANE: Thank you.

9 I next would like to call on Earl
10 Harrenbrock, John Turner and Kathy Estes.

11 MR. HARRENBROCK: Colonel McShane,
12 gentlemen, I am here in a dual capacity as a
13 member of the Military Affairs Committee at the
14 Chamber of Commerce and also as a private citizen.

15 I would like to read portions of a
16 letter from Senator Grant Jones, the incumbent
17 Senator of District 24, State of Texas.

18 "Abilene has consistently been
19 supportive of our nation's nuclear deterrent
20 forces. Dyess Air Force Base was built on land
21 contributed to the Air Force by the community and
22 a close cooperative relationship continues to be
23 fostered by the community as a whole with the
24 personnel and the purpose of the forces stationed
25 at Dyess.

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"The people of Abilene have probably worked harder on base community relations than any other municipality similarly situated in the country.

"The Air Force has on several occasions brought civilians in from other locations to see what an excellent job Abilene has done in maintaining an atmosphere of respect and support for its military installation."

And on a personal note, just about 15 years ago, I came to Dyess Air Force Base and my family came to Abilene.

I came as an active duty Lieutenant Colonel Air Force chief of personnel at Dyess Air Force Base.

Shortly after I arrived I was asked to serve on the ougdet panel of the United Way of Abilene.

Subsequently I was invited to become a member of the Civic Club. From that I became a member of the board of directors of Abilene Health and Daycare Center on the elderly.

From there I became a member of the Boys Club, served as president of that board and currently serve as the president of the Abilene

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Council on Alcohol and Drug Abuse.

I mention these things only to underscore how readily, how quickly and how thoroughly Abilene assimilates the military into the community.

Thank you.

COLONEL MCSHAHE: Thank you, sir.
John Turner.

MR. TURNER: Thank you, Colonel, distinguished panel, my name is John E. Turner. I live at 1817 Jackson.

I have been a resident of Abilene approximately 35 years. I helped dedicate Dyess Air Force Base when it became Dyess Air Force Base.

I am in the broadcasting business and have worked with the Air Force people at Dyess for many, many years on many projects, and we certainly are in favor of the MX Peacekeeper missile being based at Dyess Air Force Base.

The people of Abilene have for many years wanted Dyess Air Force Base and have through the years wanted a strong national defense.

We had the Atlas missile here many years ago, so let's move forward with the MX

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Peacekeeper Rail Garrison System and be ready to stand to meet any aggressor that might come our way.

Thank you.

COLONEL MCSHAHE: Thank you, sir.
Kathy Estes.

MR. ESTES: Colonel McShane, members of the panel, I am afraid that I don't have a letter to read. I don't have a eloquent speech to make.

I don't even have a dissertation prepared. I just have one statement that I would like to make on behalf of myself and the Catclaw Chapter of the American Businesswomen's Association, and that is that we welcome the prospects of having the Peacekeeper Rail Garrison in Abilene and give our support to this project.

We feel that the Peacekeeper will be an important part of our nation's defense system, and we are proud to be part of a community which would aid and support such a mission.

Thank you.

COLONEL MCSHAHE: Thank you.

I would next like to call on Lance Johnson, James Aneff and Bill Wright.

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MR. JOHNSON: Gentlemen, welcome here tonight. My name is Lance Johnson. I live at 4626 Stonehedge here in Abilene, Texas.

I am with Ben E. Keith Company, and we would like to thank you for considering Dyess Air Force Base.

As an Abilenian I am proud to have Dyess as part of our city, and I am in 100 percent support of this project.

At this time I would like to read a letter from the Attorney General of the State of Texas.

"Dear Secretary Carlucci, The purpose of this letter is to support the application of Dyess Air Force Base as a possible site for the Peacekeeper Rail Garrison.

"Throughout the years Dyess Air Force Base has done a fine job for the United States of America and the people of Abilene have been strongly supportive of each and every program which has been conducted by the Air Force.

"I would appreciate your consideration and support on behalf of Dyess Air Force Base in locating the Peacekeeper Rail Garrison at Dyess.

"Thank you very much for your

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1 consideration and support, Jim Mattox, Attorney
2 General for the State of Texas."

3 Thank you.

4 COLONEL MCSHANE: Thank you.

5 James Aneff.

6 MR. ANEFF: Good evening, gentlemen.

7 My name is James Aneff.

8 I live at 3210 Curry Lane here in
9 Abilene, and I come as a private citizen.

10 I would like to say that I support
11 this project, and I think that many people and
12 many of my friends in the community and the
13 surrounding area support it likewise.

14 I would like to specifically say that
15 for more than 50 years people in this community
16 have supported the defense of our nation and have
17 welcomed the military into our community.

18 My family has been here almost 100
19 years, and I can remember my grandparents telling
20 me when Camp Berkeley was established and the
21 soldiers came out here during World War II and
22 would drive past our home that oftentimes they
23 would come into the community, and there was a lot
24 of support back then.

25 I didn't realize what they were

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1 talking about until I went away to school in the
2 north at the University of Michigan, and I met a
3 doctor who had been stationed at Camp Berkeley and
4 told me about the relationship that he had from
5 the citizens of the community of Abilene to the
6 soldiers at that time.

7 My father-in-law who happens to still
8 be my father-in-law was an electrical engineer who
9 helped build Camp Berkeley by putting in a lot of
10 the electrical equipment throughout the base at
11 that time.

12 He has related many stories of the
13 community and the support of the citizens back in
14 the '40s to the military, and I would like to
15 assure you today we still have this same type of
16 support for the military in our community.

17 I am a past president of the Southwest
18 Abilene Rotary Club, and I would like you to know
19 that for many years we have honored the men and
20 women at Dyess Air Force Base who are the pride
21 airmen and HCO of the quarter by providing a
22 special program for them to honor them for their
23 work that they do in the defense of our country.

24 We do this out of a pride that we have
25 for our country and for the men and the women that

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1 support the United States.

2 I would also like to state that there
3 are a number of heroes that live here in Abilene,
4 men such as Keith Wells who spoke earlier was a
5 commander who helped capture Ira Jima.

6 John Conner who fought on - who flew
7 on the first missions into France in World War II
8 in the invasion of Normandy.

9 There are people like this who live
10 here because they like Abilene, they like our
11 community, and they like what we stand for, so we
12 welcome you and hope that you will give us a lot
13 of consideration.

14 Thank you.

15 COLONEL MCSHANE: Thank you, sir.

16 Bill Wright.

17 MR. WRIGHT: Thank you, Colonel

18 McShane.

19 I am Bill Wright. I live at 1473
20 Woodland Trail here in Abilene.

21 I am a businessman and an ordained
22 environmentalist, and I would like to address some
23 comments to the Section 44 - 4.4.12 in the
24 cultural section.

25 One of the statements says -- first of

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1 all, let me say that I concur with the findings of
2 the report with regard to the environmental
3 impacts in the Dyess area.

4 Certainly they are minimal and the
5 statement that I would like to refer to goes as
6 follows, "While data recovery is possible,
7 avoidance of archeological sites that might be
8 found, avoidance is preferred because
9 technological advances in the discipline will
10 permit future researchers to make more effective
11 use of the resources."

12 Taking that statement just the way it
13 sounds would indicate that if cultural remains
14 were found in an investigation, an archeological
15 investigation of Dyess that the capability of
16 deciphering those resources would be better left
17 to future generations, and I have here a letter
18 from Bob Maloof who is the Texas State
19 Archeologist, and I would like to quote just a
20 portion of that letter and then I will present it
21 as evidence.

22 "The reference on page 34 having to do
23 with avoidance of sites is a standard approach
24 used in archeology these days. It simply means
25 that when possible archeological sites should be

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1 left alone rather than be unnecessarily impacted
2 by construction.

3 "It does not mean that archeologists
4 do not have the expertise currently to mitigate
5 the impact of science due to construction
6 projects."

7 I do point out that the cultural
8 remains in this particular area are very
9 dispersed.

10 Certainly we don't have a Chaco Canyon
11 or a Matthew's Peak in this particular area, and
12 we think that as a member of the Archeological
13 Committee of the Texas Historical Foundation, I
14 can tell you that in my opinion that we don't have
15 a problem with archeological cultural remains.

16 I think that the remainder of the
17 report speaks for itself. I concur with it, and a
18 person a little earlier said where does it end,
19 what is the point.

20 I would like to speak personally for a
21 moment. Last year, a year ago, I had occasion to
22 be in Prague, Czechoslovakia, and I was having a
23 meeting with a Czech official in his office, and I
24 asked him a question.

25 I was pleased that there seemed to be

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1 a thawing, an improving of relations between our
2 countries, and he said, "Let's go to lunch," and
3 he said, "I would like to take you to lunch."

4 We stepped out of his office and when
5 we were on the street away from anything he says,
6 "Let me tell you something."

7 He said, "You don't really know what
8 freedom is until the tanks roll down your street,"
9 and that is a sobering thought, and that is really
10 the point of being prepared.

11 We thank you. We hope that you chose
12 Abilene. I can't comment on the validity of the
13 system.

14 Others have to do that, but if you
15 build it, Abilene is the best place to build it
16 because of the ecological impact and because of
17 the support of this community.

18 Thank you.

19 COLONEL MCSHANE: Thank you, sir.

20 I would next like to call on Robert J.
21 Tiffany, Tommy Harendt and Kristina
22 Valasquez.

23 MR. TIFFANY: Colonel McShane and
24 gentlemen, we are delighted you are here.

25 I saw the light of day in Abilene,

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1 Texas March 13, 1942 as a brand new lieutenant
2 from Fort Benning, Georgia when I reported into
3 Camp Berkeley and since that time my wife and I
4 have been either a part of the military or
5 strongly supportive of it here in Abilene and
6 though we strayed away for 17 years to New York
7 when it came time to retire we headed back to
8 Abilene because it is a great place to live.

9 The population probably has somewhere
10 between 35 and 40 percent retired military or
11 families of retired military because they find it
12 a place that is congenial, amiable, patriotic and
13 supportive of the things that are for the good of
14 our nation.

15 We hope that Abilene will be the site
16 of one of the trains or two of the trains that
17 base the missile.

18 Thank you very much.

19 COLONEL MCSHANE: Thank you, sir.

20 Tommy Harendt.

21 MR. HARENDT: Hi, I am Tommy Harendt,
22 and I am reside at 3110 Broken Rough here in
23 Abilene.

24 I am the current president of the
25 Abilene Home Builders Association. The tradition

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1 of strong military support or the tradition that
2 Texas, Texans and Abilenians have always supported
3 the military has been mentioned many times
4 tonight.

5 Another tradition that hasn't been
6 mentioned is the tradition of home ownership, and
7 the Abilene Home Builders Association and the
8 Texas Association of Builders and the National
9 Association of Builders all believe that it is
10 still the dream of ever American to own their own
11 home in the home ownership tradition, and that
12 dream is just an empty dream without a strong
13 national defense, a strong national security and
14 secure borders, so the Department of Defense has
15 decided that the Rail Garrison System is a
16 necessary and vital part of our military defense
17 and if that decision has been made by them we have
18 confidence in them that that is a proper decision
19 and we certainly support that decision and
20 encourage you to consider Dyess as a home for the
21 Rail Garrison System.

22 Thank you.

23 COLONEL MCSHANE: Thank you. Ma.

24 Valasquez.

25 MS. VALASQUEZ: Howdy. My name is

40

Kristina Valasquez. I am 21 years old, and I have lived in Abilene all of my life.

I am proud to be an American. I am proud of our strong defense, but I am here to enter into the record my nonsupport of this system anywhere in the United States.

I have lived here all of my life and I hope not to die here.

Because of the B-1 bomb and of this system we would be higher up on the target and when those - the time of national need comes those systems, the B-1B and the system of the garrison will not be here but the citizens of Abilene will be, and they will be the ones left as the target.

Thank you very much for your time here.

COLONEL MOSHAY: Thank you.

I would next call on Don Burnam, Jim Biagg and Joe Canon.

MR. BURNAM: Good evening. My name is Don Burnam. I am a 35 year resident of Fort Worth, Texas, and I am not here to talk about how good it was to grow up on the west side of Fort Worth and have Air Force personnel living on either side of me.

I had a very happy childhood and enjoyed being with those people at that time; however, I am here to talk to you tonight about not wearing the veil of red, white and blue but to talk about the EIS statement and some of my concerns about it.

For those of you who are following closely and attentively there may be specific numbers that you will want to have reference to, and I would be glad to provide that for you.

First of all, it is just an assumption that you can approach doing the EIS in this manner without considering some of the bigger pictures and bigger questions that we need to have resolved.

I would call to everyone's attention the issue 1.9 decommissioning. It is difficult to predict how the Peacekeeper, and I find it difficult to say that word, would be decommissioned.

The relevant laws and procedures may change substantially in the 20 or more years that the system would be in use.

Moreover techniques for handling the disposal of obsolete missile fuel and the

reclamation or disposal of the nuclear material contained in the warhead may well change during the period the Peacekeeper is actively deployed.

Consequently the Air Force has focused this EIS on those actions which are reasonably foreseeable. The Air Force will follow all relevant laws at the time of decommissioning.

Further, in the statement you refer to the responsibilities of the DOD and, in fact, disclaim any responsibilities for the decommissioning or the management of the waste, and I think it is clear and obvious that this is a major concern as a part of the Environmental Impact Statement, and I am extremely displeased that you did not bother to address it in this statement.

In Section 2 the summary of comparison of program impact, I would like to call your attention to 2.1.1, National Economic Impacts where you give a rather light treatment of the overall economic impact of deployment of this particular weapon system.

Taken out of context, the 15 billion dollar project is not very expensive, but in the context of doubling our military budget in the

last eight years, it is a very expensive and controversial system which there is a great deal of reason to give much more than three or four paragraphs to the issue of national economic impacts.

I realize as with the first issue that I raised you may consider it not your job and not your problem, but the fact of the matter is a very important second item in the aspects of economic - of the Environmental Impact Statement is simply not addressed.

You do go on and elaborate on this point over on page 411, so at least you are giving six paragraphs of credit to this issue or concern for this issue, but you certainly haven't done any more to address the concerns that any reasonable and rational person would ask.

Are we getting anything in a cost benefit way for this system, and that is simply not addressed in this impact analysis.

Next I would refer you to Section 4.4 which is the specifics of the Dyess Air Force Base.

I appreciate the mayor pointing out that there are a number of minor technical

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statistical issues that are wrong in the report. I think it would be behoove you to go back and correct those.

I think the mayor is right, they are probably not that relevant to the SIS as a whole, they are probably not that important in the scheme of things but what, of course, concerns me is I think it is probably representative of the same mistakes that were made in the false assurances to the people in Utah and Nevada that above ground testing was not dangerous.

I think it is probably representative of the false assurances that have been made in Washington State that the problems don't exist at that DOE facility.

I think it is probably representative of the false assurances that Pantex nuclear weapons facility just outside of Amarillo that that facility does not have major waste on site problem that need to be addressed, and you simply have failed to do so in this particular report, and you obviously make mistakes on the things that are easy for a local person to find the mistake about.

Now, there is a lot of obscure things

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that, you know, the whole safety section I don't have the time nor the qualifications to go through it point by point although I certainly would like to, but if there is obvious mistakes in this report, what can we the citizens of Texas not be concerned about throughout the rest of the report.

I would like to second a request that one of the things that was most frequently spoken to that was specifically an environmental issue at the scoping meetings was the issue of pesticide and chemical use, and you simply failed to raise it in this preliminary draft, and I expect that you should have that in your final draft if you are going to claim at all a complete report.

COLONEL MCSHANE: Mr. Guinness, I have given you more than the three minutes which we can do.

You are reminded that you may submit any written comments you want. Those need to be in by the 31st of August.

MR. BURNHAM: Colonel, I have three more points I would like to make and I have sat here all evening with people speaking three times as long as I have.

COLONEL MCSHANE: No, they have not.

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No one had spoken for more than ---

MR. BURNHAM: Yes, they have.

COLONEL MCSHANE: --- five minutes and you have been here six.

MR. BURNHAM: On page 52 there is a paragraph in reference to DOE that I think it would behoove you and all of the members of this audience to read.

I will just read the first sentence.

"The DOE is responsible for manufacturing, clean packing and decommissioning the weapons components using radioactive materials when they are outside of DOE control; therefore, potential impacts from these activities are not discussed further in this document."

The document is certainly weighted, but it is not comprehensive. It is a shell game as is the flag waver who want to ignore that the real reason they want this weapon system here is economic development.

I have no real beef against socialism or economic development for economically depressed areas, but this is not an economically useful development project nor is it cost effective nor is it environmentally sound, and this report is

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inadequate.

Thank you for the extra time, Colonel.

COLONEL MCSHANE: Thank you.

Mr. Biagg.

MR. BIAGG: Thank you, Colonel

McShane.

My name is Jim Biagg, and I am the city manager of the City of Abilene. I reside at 3102 Woodlake Drive.

Let me speak to one issue that the gentleman before me raised, the mayor's comments about inaccuracies.

I believe the mayor's comments were that there were some inconsistencies between your report and the figures used by the City of Abilene. It is not to say that either of those are incorrect, simply different.

I would like to speak to two items in the SIS, one dealing with public services and the other dealing with water and wastewater services.

The SIS indicates that the program related increases in population would lead to increases in public services provided by the City of Abilene of less than 1 percent over the baseline levels.

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Those increases based on the EIS will likely occur in the police, fire and public works departments.

Let me emphasize that over the last eight years from 1980-81 to 1988-89 that the number of employees, net number of employees employed in those particular departments are approximately the same while the population over that period of time in Abilene had increased from 102,000 to approximately 107,000.

This increase in demand for services has been met through improved efficiency, productivity and the application of technology.

We agree with the report that the program related increase would cause no adverse impact on the city's ability to provide quality public services in this community.

The City of Abilene has always looked forward and planned for the future particularly when that future revolved around water resources.

In 1985 the citizens of this community overwhelmingly approved by voting 95 percent in favor of the Stacy Reservoir Project, a project that will provide for this community's water resource needs to the year 2030.

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The City intends to spend over 8 million dollars over the next four years to improve our ability to treat wastewater and has just completed a \$350,000 study on the feasibility of using advanced wastewater treatment to supplement our portable water supply.

Again the City of Abilene is completely in concurrence with your assessment in the Environmental Impact Statement, that there are no significant impacts of this program on the City of Abilene.

Thank you.

COLONEL MCSHANE: Thank you, Sir.
Joe Canon.

SIR, GARCIA: Good evening. My name is Joe Canon, and I am executive director of the Dodge Jones Foundation here in Abilene as a private charitable foundation.

I want to say at the outset that we are awfully grateful and flattered that the doctor from Dallas and the gentleman from Fort Worth drove several hundred miles out of a busy day to spend time with us this evening to talk to us about the environment, the economy, the perverse and pernicious effect of the narcotic of military

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depending upon the citizens of Abilene.

I come at it from a little different perspective because I had the unique personal privilege of serving as a president of the Abilene Chamber of Commerce on June 23, 1985 when Dyess and Abilene welcomed that first B-1 that came out of the sky, and I can tell you that that was a sensation.

I can tell you that I saw other motives, other drives in the people of Abilene besides money that brought many months of planning and preparation to the fore for that June 29th day to make that reception a proud one for us and for the U. S. Air Force, the citizens of this country.

I saw countless people give incalculable hours in preparing for that, and I saw that no effort was too great to be expended and no detail was too small to be overlooked because these folks here did it all, and I can tell you that the interest in the military affairs and in that particular occasion and in this - in the entire buildup of that 96th Bomb wing out there was probably unprecedented in that the membership of that Military Affairs Committee of the Chamber of Commerce built up to over 300

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members then, and I am confident that it has continued at a high level today indicating to me what may be even more important and more impressive and that is that the interest has not waned as the aircraft have arrived and as the wing has been trained and equipped to go forward in that mission for the interest has continued.

I think we can be sure that the same level of preparedness and planning would be brought to bear for this Peacekeeper Rail Garrison here at Dyess should you gentlemen be so considerate as to recommend us highly for this honor and for this mission.

Thank you very much.

COLONEL MCSHANE: Thank you. I will next call on John Russell, Mack Turley and Russell Dression.

MR. RUSSELL: I am John Russell of 2850 Stonecrest, Abilene, Texas.

Colonel McShane and Colonel Walsh, I salute you and all of the members of your team for the fine work that you have done with this Environmental Impact Statement.

I spent many years reviewing statements of this type both military and

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1 civilian, and I find no fault with your document.

2 I have found it has no false
3 assurances. I have found that there is not even a
4 hint of misleading information.

5 It is clear and concise and well done,
6 and I salute you for that.

7 No significant impact of the system
8 environmentally on Abilene. I would like to say
9 that Abilene would have a significant impact on
10 the system environmentally.

11 One of the points of the criteria for
12 selection and biddown for Peacekeeper Rail
13 Garrison was public support for Strategic weapons.

14 Abilene certainly has on record,
15 historical record support for any military system
16 that serves to protect the freedom of this nation.

17 Currently that is obvious to you, and
18 I am convinced with the show of support here
19 tonight that that will continue.

20 Thank you for being here.

21 COLONEL MCSHANE: Thank you, sir.

22 Mack Turley.

23 MR. TURLEY: Colonel McShane, panel, I
24 am Mack Turley, I live at 3450 Ridgmont in
25 Abilene. I am a truck stop operator off of the

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1 end of your west runway.

2 As a private citizen and a member of
3 this community and based on your Environmental
4 Impact Statement and the fact that this community
5 is the finest supporter of the military and the
6 United States of America I would like to say that
7 you cannot go wrong by putting the Rail Garrison
8 at Dyess.

9 In fact, let's be smart about it,
10 let's do it right, let's put it at Dyess.

11 I would like to read a letter from the
12 Senator of the State of Texas Carl A. Parker, who
13 is the Chairman of the education commission.

14 It is to the Secretary of Defense,
15 "Dear Mr. Secretary, in the many years I have been
16 acquainted with Senator Grant Jones, I have been
17 most impressed not only by his dedication and hard
18 work to the people of his community but also by
19 his community's dedication to the economic
20 development of military establishment both private
21 and governmental.

22 "Dyess Air Force Base in Abilene has
23 long been the home to the Strategic Air Command
24 bombers from the B-47 to the new B-1.

25 "Abilene has always been quite proud

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1 of this tradition and I am quite sure would
2 continue to support the Air Force in its efforts
3 to construct the next Rail Garrison at Dyess.

4 "The Department of Defense would be
5 hard pressed to find a community more amenable to
6 your needs, and I encourage your support of
7 Abilene as the site for the Peacekeeper Rail
8 Garrison. Sincerely Carl A. Parker, member of the
9 Senate, State of Texas."

10 Of all of the choices you have and all
11 of the places you have looked, I assure you Dyess
12 is your best choice.

13 Thank you.

14 COLONEL MCSHANE: Thank you, sir.
15 Russell Dression.

16 MR. DRESSON: Gentlemen, I am Russell
17 Dression.

18 I live at 5317 Meadow Drive. I was
19 born and raised here in Abilene. I would like to
20 take this opportunity to read a short part of a
21 letter here from Senator Hector Uribe, Senator
22 from Brownsville.

23 "The people of Abilene and Dyess Air
24 Force Base have been and always will be committed
25 to preserving our peace.

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1 "This commitment coupled with the
2 awesome capabilities of the Peacekeeper Rail
3 Garrison are sure to produce a weapon system of
4 superior quality."

5 Also, we have a saying out here in the
6 west that went back to our fathers or forefathers
7 and it says that when somebody is the right kind
8 of guy and the people you can depend on he is a
9 person to ride the river with because the river
10 crossings were always the most dangerous in
11 anything out here, and I think you are going to
12 find at we have found with Dyess and that you will
13 find with Abilene that we have a relationship here
14 and that we will always be the type that you can
15 ride the river with.

16 Thank you.

17 COLONEL MCSHANE: Thank you, sir. Let
18 me next call on Walter Horton, Boyd Hurst and Rone
19 Harrell, and then I think we need to consider that
20 we have got a court reporter there who has been
21 exercising her fingers for almost two straight
22 hours and we need to give a her a little relief.

23 Mr. Morton.

24 MR. MORTON: Colonel McShane,
25 gentlemen, I am an immigrant to Abilene and have

1 been here 18 years.

2 I have found one of the most patriotic
3 communities in the United States having lived in
4 nearly every area of the United States.

5 Your report shows that it is most
6 economical to have the base at Dyess. All
7 environmental studies says this is the place.

8 The people, the majority of them will
9 support you 100 percent.

10 Many other things that I intended to
11 say have been said by other speakers and would be
12 redundant but there is no place that will give you
13 more support to the personnel and equipment than
14 Dyess and Abilene.

15 We welcome you. Please come here.

16 COLONEL MCSHANE: Thank you, sir.

17 Boyd Hurst.

18 MR. HURST: Colonel McShane, gentlemen
19 of the panel, let me commend you for coming to
20 Abilene and for being so patient. All of you are
21 still awake and alert, and we apologize for the
22 lateness of the hour.

23 My name is Boyd Hurst, and I live at
24 4633 Royal Court Circle here in Abilene. I have
25 been here from Dallas since March of '82.

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1 I could tell you of being a Rotarian
2 as many of you wear many hats. I could tell you
3 of being a Christian and a member of the First
4 Methodist Church.

5 I could tell you a lot of things, but
6 I think if you recall the music of My Fair Lady,
7 Eliza Dolittle said, "Don't tell me, show me," and
8 I would call your attention to the main gate at
9 Dyess Air Force Base which was put there with a
10 great deal of pride and love by the citizens of
11 Abilene and Big Country at a cost to the citizens
12 here, not the government of almost a quarter of a
13 million dollars.

14 It has been my pleasure since 1983 to
15 be the honorary commander of one of the units at
16 Dyess.

17 I am an independent businessman, and I
18 have customers in all 50 states and Puerto Rico
19 and none of whom are government people.

20 We hope you decide to locate the
21 Peacekeeper Rail Garrison here in Abilene. I
22 think it will be an excellent choice. One of the
23 gentlemen who preceded me is from the Midwest,
24 Earl Harrenbrock.

25 When I came here from Dallas Earl and

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1 I were visiting, and I said, "I don't detect the
2 normal West Texas accent."

3 He said, "No, try the Midwest." He
4 made a statement, he said, "I think you will find,
5 Boyd, the reason I retired here the best people in
6 the world and a few mesquite trees and after six
7 months you will discover as I did we really don't
8 need the mesquite trees."

9 Thank you very much.

10 COLONEL MCSHANE: Thank you, sir.

11 Donna Harrell.

12 MS. HARRELL: Good evening. I am a
13 mother, a former teacher, and I am currently in
14 the real estate business, and I am here tonight as
15 president of the Abilene Board of Realtors and
16 would like to express to you the strong support of
17 the Abilene Board of Realtors for the location of
18 the Peacekeeper Rail Garrison project in Abilene.

19 At a meeting of our membership this
20 past week I asked for an indication of support for
21 the project, for a show of hands for support for
22 the project, for those who were opposed to the
23 project and for those who - for the location of
24 the project in Abilene and for those who didn't
25 feel they had enough information to make a

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1 knowledgeable decision.

2 I had one person who indicated a lack
3 of knowledge. No one opposed the location in
4 Dyess and the remainder of the nearly 200 members
5 present at the meeting did support the location of
6 the Peacekeeper in Abilene.

7 Abilene has a long record of
8 commitment of support and appreciation for Dyess,
9 and we would like to continue that, and we do feel
10 that Abilene should be the home of the
11 Peacekeeper.

12 Thank you.

13 COLONEL MCSHANE: Okay, thank you. I
14 think Shirlee Hanly our court reporter there has
15 been doing yeoman work for some time, and we need
16 to take a break here and let her rest up a bit, so
17 we will be in recess.

18 (Recess: 3 minutes.)

19 COLONEL MCSHANE: Ladies and
20 gentlemen, during the break I have been getting
21 quite a few indications that ten o'clock was as
22 long as we really should run. I have been getting
23 this not necessarily from members of the panel but
24 from local citizens.

25 I know everybody would like to have a

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chance to comment and make statements, and you certainly have the opportunity to make comments in writing and submit them by the 31st of August, and they will be included in the Final Environmental Impact Statement that is done.

I apologize for the confusion here. This is the first time I have been to one of these hearings, and I am told that normally ten o'clock is the time to end the meetings, and I think that we need to adhere to that practice, so thank everyone for attending and participating in the environmental impact process, and it is important so that the process can be done, and with that the meeting is adjourned.

Thank you.

(Hearing adjourned.)

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REPORTER'S CERTIFICATE

THE STATE OF TEXAS

COUNTY OF TAYLOR

I, Ms. Shirlee Manly, certified shorthand reporter, state of Texas, do hereby certify that the above and foregoing 138 pages constitute a full, true and correct transcript of the proceedings had at the Public Hearing on the Peacekeeper Rail Garrison Program held on July 25, 1988 at Abilene, Taylor County, Texas.

I further certify that a stenographic record was made by me at the time of the hearing, and said stenographic notes were thereafter reduced to computer transcription under my direction.

Witness my hand, this the 1st day of August 1988.

Shirlee Manly
Ms. Shirlee Manly,
Certified Shorthand Reporter
State of Texas
Cert. No. 1610
Expires: 12/31/88
Address: 1517 Seaman's Way
Abilene, Texas
Phone: (817) 673-9273

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PUBLIC HEARING
RITZ CIVIC CENTER
BLYTHEVILLE, ARKANSASPEACEKEEPER RAIL GARRISON PROGRAM

BE IT REMEMBERED that on the 2nd day of August, 1988,
commencing at 7:00 p.m. in the Ritz Civic Center, Blytheville,
Arkansas, a public hearing was held on the proposed
Peacekeeper Rail Garrison Program and testimony was as
follows:

Colonel Mike McShane	Hearing Officer
Lieutenant Colonel Peter Walsh	Briefer
Air Force Panel:	
Lieutenant Colonel Peter Walsh	Attorney
Major James Van Ness	SAC Liaison
Lieutenant Colonel Gary Emmons	Tetra Tech
Mr. Fred Hickman	Tetra Tech
Dr. Dick Kramer	Tetra Tech

Reported by Francis Ward, Jr.
Certified Court Reporter
1010 Nesbitt Street
Jonesboro, Arkansas 72401
Telephone No. 501-932-2819

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don't get to make within three minutes, you may turn
in your written comments after this meeting or send
them to the address provided in the handout. I recognize
that some people may wish to make statements on defense
policy, nuclear weapons, arms control and fiscal policy
at this meeting. However, such comments are best directed
to your Congressmen and Senators. We limit your comments
to environmental issues. Please refrain from public
demonstrations either for or against statements made
since this merely subtracts from the time available
for others to make statements or ask questions. Remember
that each person should be given a respectful hearing
even if his or her views differ from your own. Let's
take a ten minute recess at this time and please try
to be back here by about seven minutes after the hour.

(COURT REPORTER'S NOTE: Off the record for short break.)

BY COLONEL MIKE MCSHANE:

We will begin by having Colonel Walsh introduce the
rest of the panel members.

BY COLONEL WALSH:

On my immediate right is Major Van Ness who will respond
to questions on legal matters. He is assigned to the
Air Force Regional Civil Engineers, the same
organizations that I belong to. On my far right is
Lieutenant Colonel Emmons. He is from Headquarters.

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Strategic Air Command and he will respond to questions
on the operations of the system. On my immediate left
is Mr. Hickman. He comes from Tetra Tech Corporation.
That is the company that the Air Force has hired to
prepare this Environmental Impact Statement and he
will respond to questions on the impacts on human
resources. And on my far left is Dr. Kramer who also
works for Tetra Tech Corporation and he will respond
to questions on effects or impacts on the physical
resources.

BY COLONEL MIKE MCSHANE:

Thank you, Colonel Walsh. The question and answer period
of this public hearing is a time which is set aside
to allow you to ask questions about the content of
the briefing and the Draft Environmental Impact
Statement. What I'm going to do is call off the names
on these cards, first starting with the elected
officials. Once you're recognized by name, please step
up to the microphone that we have here in the center
of the room. We want all present to be able to hear
the speaker and, in addition, it is being recorded
for the record so you need to get it into the microphone
so it does end up on the record. I would ask that you
state your name and affiliation or address and then
ask your question or make your statement. For those

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of you who have written statements that you want to have included in the record or written questions you want answered at a later time, you can just put them on the stage there next to the microphone. We'll start now with Mayor Joe Gude, and I hope I'm pronouncing that close to right, sir.

BY MAYOR JOE GUDE:

it's a privilege to be here tonight. I am Joe Gude, Mayor of Blytheville, and I want to thank you for giving us the opportunity to hear the impact study and to make comments. My main concern for Blytheville, Arkansas and Eaker Air Force Base is the community and the military working together. We do that here in Blytheville. I would like for the EIS to show that community support is also a very important item when new missions are considered. We, often times, when we speak of the City of Blytheville and Eaker Air Force Base, we like to class ourself as a large happy family, working together to improve this entire community and this is something that we're proud of. I pledge the support of the people and the citizens of Blytheville for the purpose of the Peacekeeper Rail Garrison Mission. We also appreciate the cooperation of the Air Force during the study and I'm sure that it will continue to the successful completion of the selections process.

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It is believed that the proper and justified site will be Eaker Air Force Base. I thank you.

BY COLONEL MIKE McSHANE:

Thank you, sir. I next call on Joyce Williams.

BY JOYCE WILLIAMS:

My name is Joyce Williams. I am employed by Congressman Bill Alexander as District Office Manager of the First Congressional District. Because of the Congressional schedule prevents his attendance tonight, Congressman Alexander directed me to represent him at this hearing and to present the following statement. Earlier this year, Congressman Alexander participated in the scoping meeting held in Blytheville on the Peacekeeper Rail Garrison Program. At that time, he presented a statement supporting the efforts of people of Blytheville and Mississippi County in connection with the selection of Eaker Air Force Base as a site for a Peacekeeper Rail Garrison. Congressman Alexander has instructed me to advise you that the views he expressed at that time are unchanged. Eaker Air Force Base would be an appropriate site as a Peacekeeper Rail Garrison site for the following reasons: the base is and has been for many years an important part of the nation's strategic defense network and of the Strategic Air Command. Geographically, the base is located in a

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desirable region of the nation in relation to strategic defense concerns. There is sufficient undeveloped land available at Eaker for use as a Peacekeeper Rail Garrison. Urban development has not encroached on Eaker Air Force Base. The climate of the region is highly favorable to the strategic defense operations and by tradition and practice, the people of Blytheville, Mississippi County, and the region are strongly supportive of the national defense activities generally and Air Force Base activities specifically. Thank you for giving me this opportunity to appear at this meeting on behalf of Congressman Bill Alexander. Thank you.

BY COLONEL MIKE McSHANE:

Thank you, ma'am. Joe Murry, please. Judge Murry.

BY MR. JOE MURRY:

Thank y'all for providing me the opportunity. I am Joe Murry, County Judge for Mississippi County and as the Administrative Officer for the county, I have read the Environmental Impact Study with great interest. I commend the Air Force for the complete and candid investigation of the area affected by Eaker Air Force Base candidate site. As was indicated quite adequately during the previous scoping hearing, the proposed mission would have a significant positive economic impact on this entire area. With the continuing cooperation of

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the Air Force and local area, these impacted areas of archaeological significance, roads and schools can be satisfactorily medicated. I direct your attention to the many impacted areas which are in place and are of sufficient size and quality to readily support the additional mission. A worthy note is the outstanding and overwhelming community support of Eaker Air Force Base and it's present operational mission and the readiness to continue this support in forthcoming missions. Mississippi County is proud to be the named county for Eaker Air Force Base and as we, as citizens, look forward to a very progressive future. Thank you.

BY COLONEL McSHANE:

Thank you. Carl Ledbetter, please.

BY CARL LEDBETTER:

Thank you, sir. I am Carl Ledbetter, Mayor of the City of Gosnell, which is located just right outside the base. I come here to tell you that I and the people of Gosnell feel that the location of the Rail Garrison at Eaker Air Force Base is important to us and if it is located here, we pledge to help in any way that we can to make it's coming here as smooth as possible. We also pledge to make the new people that would be assigned here to feel welcome and to become a part of our community.

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1 BY COLONEL McSHANE:

2 Thank you, Jim Hendrick. please.

3 BY JIM HENDRICKS:

4 Good evening. I'm Jim Hendricks and I'm here representing
 5 State Representative Nancy Balton who couldn't be here
 6 this evening. She's asked me to read this statement
 7 for her. Gentlemen, as State Representative from South
 8 Mississippi County District, I send my statement of
 9 support for the MX Peacekeeper Rail Garrison Missile
 10 System and it's basing at Eaker Air Force Base. In
 11 it's continuing role as a vital strategic base in our
 12 national defense system, Eaker Air Force Base provides
 13 an excellent site. Mississippi County and certainly
 14 my constituents in the south county have been strong
 15 supports of the Air Force mission and it's presence
 16 here. I strongly urge the Air Force to consider this
 17 outstanding support in their deliberations for basing
 18 selections. Sincerely, Nancy Balton, State
 19 Representative.

20 BY COLONEL McSHANE:

21 Thank you, Wayne Wagner, please.

22 BY WAYNE WAGNER:

23 Good evening. I'm Wayne Wagner, State Representative
 24 for District 23 which includes the area surrounding
 25 Eaker Air Force Base including the City of Gosnell

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1 but does not include the City of Blytheville. In my
 2 travels throughout District 23, since the last reporting
 3 date that we met with you, there's been overwhelming
 4 support throughout the District. I'm happy to say that
 5 I have not received one correspondence with any negative
 6 feedback whatsoever. I'm very proud of that fact and
 7 the people in Gosnell and throughout District 23 are
 8 very proud of Eaker Air Force Base and are very excited
 9 about the possibility of receiving the Rail Garrison
 10 here. And like the other people have stated, with the
 11 past history of the base and the relationship of
 12 Blytheville and District 23, we will do everything
 13 possible to make the transition here a very smooth
 14 transition and one that we can be proud of in years
 15 to come. Thank you.

16 BY COLONEL McSHANE:

17 Thank you, Lou Maddix, please.

18 BY LOU MADDIX:

19 Thank you very much for the opportunity of appearing
 20 before this committee and since I have appeared on
 21 several committee, I will have empathy and make this
 22 real brief. I represent the County Commissioners and
 23 the Mayors and the Legislators that I've talked to
 24 in Southeast Missouri. I've had absolutely no negative
 25 remarks and absolute commitment to do anything and

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1 everything we can to be of help. I want to assure you
 2 that if we can be of any service in any way, we will
 3 consider it a privilege to do so. Thank you very much.

4 BY COLONEL McSHANE:

5 Thank you, Steve Bell, please.

6 BY STEVE BELL:

7 I'm Steve Bell, Alderman from Blytheville, Ward 1.
 8 I appreciate the opportunity to address this panel
 9 tonight. It is very satisfying as a citizen that equal
 10 time is given to those whether their feelings are
 11 positive or negative towards basing the Rail Garrison
 12 on Base. We all should have the opportunity to share
 13 our personal views as well as respect the views of
 14 others. As most of you are aware, the community of
 15 Blytheville and Gosnell had a very positive and most
 16 supportive response for the concept of the Peacekeeper
 17 Rail Garrison based at Eaker Air Force Base at the
 18 earlier scoping meeting. The majority of those expressing
 19 their opinions supporting basing the Rail Garrison
 20 at Eaker far outweighed those who opposed it. I ask
 21 you to recall the outcome of previous hearings at other
 22 installations and measure the support the Air Force
 23 has received at Eaker Air Force Base compared to that
 24 at other basing prospects. I think that you will find
 25 that Eaker Air Force Base received support unparalleled

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1 to that of any other base being considered. As stated
 2 in the Environmental Impact Statement issued in June
 3 of this year, military personnel and their dependents
 4 accounted for twenty-eight percent of the area's
 5 estimated population. It is easy to conclude that Eaker
 6 Air Force Base plays a major role in our local economy,
 7 with an unemployment rate far above that of a national
 8 average. It is obvious that basing the Peacekeeper
 9 Rail Garrison at Eaker would be a positive decision
 10 from several aspects. Here in Blytheville and Gosnell
 11 and Eaker Air Force Base, we are proud of the fact
 12 that our base has been awarded the Omaha Trophy
 13 representing the best wing in the Strategic Air Command.
 14 The community has also been recognized as the most
 15 supportive community of it's base and it's relationship
 16 with officers and enlisted personnel stationed here.
 17 This community support is evidenced by the Barksdale
 18 trophy awarded the City of Blytheville during the past
 19 Boncop symposium. This surely represents a winning
 20 combination that is unmatched at any base in the Air
 21 Force. We are proud that we have the best base in sack
 22 and the best community in sack. This is not political
 23 rhetoric, this is factual performance from our military
 24 personnel and civilians within the community. We
 25 certainly appreciate the effort that the Air Force

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has provided in determining an alternative plan of action in locating the Rail Garrison as in your third proposal tonight. It is important that we citizens and the Department of Defense do everything possible to preserve such archaeological findings, especially the magnitude of this one. Hopefully, the alternative that you have presented to us can change the impact from significant to negligible. We are proud of the heritage of this area and also want to protect it. I think this has been accomplished with the mitigation measures you have presented to us tonight. The enthusiasm that you will see here tonight is not without basis.

BY COLONEL McSHANE:

Mr. Bell, time.

BY STEVE BELL:

I apologize for overextending my allotted time. Unlike the Honorable Governor of our great state, I do not want to appear on the Johnny Carson show. Thank you.

BY COLONEL McSHANE:

Willie Hammond, please.

BY WILLIE HAMMOND:

Thank you. I am Willie Hammond, Alderman of Ward 3 for Blytheville. I would like to echo the response that you received here from all of the elected officials and say that I'm not going to go over three minutes,

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Colonel McShane. We do want the Rail Garrison. Thank you.

BY COLONEL McSHANE:

Thank you. Ronnie Middlebrooke.

BY RONNIE MIDDLEBROOKE:

Thank you very much. My name is Lonnie Middlebrooke. I'm a Blytheville City Councilman, Ward 3, Position 1. I'm also President of the Blytheville Chickasaw Kiwanis. I would like to just, at this time, say that Eaker Air Force Base has been a great impact to our community, both socially and economically, and we have worked very well together and both as a public official and a private citizen, we are here to assist in any ways possible to make the Rail Garrison System Project a reality in Blytheville, Arkansas. Thank you very much.

BY COLONEL McSHANE:

Thank you. Dick Pruitt, Mayor.

BY DICK PRUITT:

Colonel McShane, gentlemen, I'm Dick Pruitt, Mayor of the City of Osceola, a community of some nine thousand people, approximately fifteen miles south of Blytheville. Eaker Air Force Base has been much to the economic impact of our community. I really appreciated the excellent presentation that Colonel Walsh made showing

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the economic and some of the environmental impact that it would have on our community and on Blytheville. I can see no adverse impact whatsoever. We have trains coming through our community very day that do carry things that could be of danger but I see no added danger with the Rail Garrison System here. As a member of the Blytheville Base Community Council and Mayor of Osceola for some seventeen years, I've watched this base and it's performance. This would be an ideal location for the Rail Garrison Missile and I certainly urge you give it every consideration. Thank you very much.

BY COLONEL McSHANE:

Thank you. Mayor Michael Wilson.

BY MICHAEL WILSON:

Colonel McShane, I'm Mike Wilson, Mayor of Wilson. After the scoping hearing, the City Council of Wilson passed a resolution. For the record, I'd like to read that to you to be entered into the record and I would also note that because the resolution was passed on May the 10th, I will refer to Blytheville Air Force Base instead of Eaker Air Force Base. The resolution reads whereas the City Council of Wilson, Arkansas recognizes the Peacekeeper Rail Garrison Concept as a clever addition to this nation's defense system and

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they realize that the ingenuity and efficiency of America's military is this country's best assurance for peace and whereas the U.S. Air Force is considering a Peacekeeper Rail Garrison System at Blytheville Air Force Base, and whereas Blytheville Air Force Base is the largest industry in the county and is vital to the economy of the county and this addition would bring more military personnel to the county and enhance the future of Blytheville Air Force Base, now therefore it be resolved that the City Council of the City of Wilson Arkansas, that every effort be made to encourage members of the United States Congress to approve the Peacekeeper Rail Garrison Concept and upon further the U.S. Air Force be urged to install the Peacekeeper Rail Garrison System at Blytheville Air Force Base. This was passed unanimously. Thank you.

BY COLONEL McSHANE:

Thank you. Mike Gibson.

BY MIKE GIBSON:

I am Mike Gibson, Colonel McShane, of Osceola, Arkansas. As Mayor Pruitt said, we are a city of approximately nine thousand people, located fifteen miles south of Eaker Air Force Base. I'm here before you tonight as an elected public official in my capacity as City Attorney. I also represent the citizens of south

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Mississippi County as their Prosecuting Attorney and I've been asked by the Mayors of the City of Joiner, located approximately thirty-five miles south of Eaker Air Force Base, and the town of Bassett which is about thirty miles south of Eaker Air Force Base, to speak on their behalf tonight. On reviewing the socioeconomic issues of the proposed Environmental Impact Statement, it is noted that the support and desire of the citizens of Mississippi County, for the location of the MX Rail Garrison System, is not fully expressed. The people of these communities have a largely rural, agricultural background and have a strong and proud commitment to the defense of this nation. The citizens of Osceola, Joiner, Bassett and other citizens in south Mississippi County sincerely want the MX Rail Garrison System at Eaker Air Force Base. I don't think you will find the adversity to the MX Rail Garrison System in Mississippi County, Arkansas that perhaps you have found when compared to other proposed locations. The citizens of south Mississippi County realize the value of this system, not only to the defense of this great country but also the great benefits that result and improve the social and economic conditions as a result of locating the MX Rail Garrison at Eaker Air Force Base. Colonel McShane, we not only just want you to locate

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the MX RAIL System at Eaker Air Force Base but with an unemployment rate in excess of fourteen percent, we, in fact, need you. It seems to me that two points, two additional points, perhaps, need to be addressed in your final Environmental Impact Statement. Number one, you should more fully express in that statement the desires of the citizens of this community, of Mississippi County, that your system be located here at Eaker Air Force Base, that we want you and we need you. I would also ask that you give due consideration to the economic needs of the community in which you might locate this system. I dare say that no other community, when compared to ours, needs these jobs and dollars worth in their communities. It seems to me that this is an excellent opportunity for the military to not only keep the peace kept, Colonel McShane, but you can also help to ensure the domestic tranquility by spending dollars for defense in areas that are economically depressed such as Mississippi County and I think that should be given due consideration. Thank you.

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BY COLONEL MCSHANE:

Thank you. Now, the balance of these cards that I have are from private citizens, at least that's the indication we had that they were and I've shuffled them and they

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are in a random, totally random order. John Sullins.

BY JOHN SULLINS:

Thank you, Colonel. I am John Sullins, President of the Blythville Chamber of Commerce and President of Mississippi County Community College. Our Chamber membership is comprised of the areas businesses and industries who are in partnership with this community and with Eaker Air Force Base. This partnership has grown out of citizen involvement and enthusiasm and support that is so significant and so repeatedly demonstrated that I believe the evidence of which should be included in the final EIS. Our strong support for EAFB selection as one of the basing participants in the Peacekeeper Rail Garrison program, we feel has only been enhanced by the preliminary EIS. The EIS lists little or no impact in most study categories with the project location at EAFB. I've read no instance of measurably long term impact upon land utilization, highways and roads, biological communities or water shed. The one instance of mentioned impact is abated by your alternative alignment of tracking and lessens the need for mitigation of that impact. Instead, attention can be turned to opportunities focused upon cultural benefits to the area citizenry that can be possibly derived from discussions in a mitigation process

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including historical discoveries. I'm both appreciative of and impressed by the interest and concern expressed by the Air Force in the archaeological discoveries and the persistent attention demonstrated by the Air Force in the protection and preservation of the site. The EIS does not that preliminary evaluations revealed that four of the ... sites with the possibility of four others may be eligible for the National Register of Historic Places. At the conclusion of my statement, I would appreciate some elaboration on that, if you could. I am competent that you will find no community demonstrating a greater level of enthusiasm or support than is found for EAFB and it's personnel by the citizens of our area. We are proud of what EAFB has done for us and we are equally proud of what we have done for EAFB. My compliments on the fairness and the consideration of the Environmental Impact Study. Thank you.

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BY COLONEL MCSHANE:

Colonel Walsh, do you have someone who could address Mr. Sullins concern.

BY COLONEL WALSH:

Yes, I would like Mr. Hickman to respond to your question, sir.

BY MR. HICKMAN:

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1 We are currently in the process of preparing the final
2 report of our studies on the archaeological site which
3 is about seventy-four acres and is considered to be
4 an excellent example of Mississippian prehistoric village.
5 We expect that we will be preparing the papers for
6 nomination for the National Register early this fall
7 and that it would become part of the National Register
8 perhaps by the end of the year. As a part of the National
9 Register, once it is part of, actually becomes a historic
10 place, the Air Force will be preparing a memorandum
11 of agreement in conjunction with the State Historic
12 Preservation Office in order to document what actions
13 will be necessary to maintain all of the artifacts
14 and to collect when necessary, the information necessary
15 to preserve that data and the artifacts that are present
16 there. This process, currently, will not actually require
17 any activity on the site but rather will be in
18 anticipation of any disturbance that might be required
19 in the future. As Colonel Walsh said earlier, currently
20 for the Peacekeeper Rail Garrison Program, no disturbance
21 at this site is primed.

22 BY COLONEL McSHANE:

Shirley Green.

24 BY SHIRLEY GREEN:

Colonel McShane, you really know how to wear us little

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1 old ladies out. I think, if I had a chance to vote,
2 I would have voted not to have seen the same thing
3 tonight that we saw the last time that took up the
4 first hour but my name is Shirley Green, I'm a housewife,
5 I'm a wife, I'm a mother of five, I'm a grandmother
6 of three, so I think that qualifies me to say a few
7 things about this. Number one, I don't understand why
8 we're spending all this money. This program, the amount
9 of money that's spent on it is obscene. I just see
10 no need in it at all when the MX itself is not even
11 in good shape. It's almost as bad as the ... bomber
12 which I think I read they were going to put that here
13 to and that would be good because the kutsu would grow
14 over it good because we all know it can't fly. But
15 I'd like to quote Chairman Lee Aspen, Democrat of
16 Wisconsin, I'm sorry I'm losing my voice, I've been
17 doing it ever since I came from Las Vegas, it's too
18 dry up there, Chairman Lee Aspen, Democrat of Wisconsin
19 of House Arms Services Committee gives the MX ballistic
20 missile a D for performance. The problem with the MX
21 has been late deliveries and poor production of the
22 guidance system, a vital element called enercial
23 measurement unit. There are thirty-three MXs now deployed
24 but only two-thirds have workable IMUs. So I really
25 don't understand why we're spending all this money

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1 to talk about developing up to one hundred when we
2 don't even know what we're doing with the little handful
3 we have now. And then a couple of other questions that
4 I believe were addressed before but I did not see answers
5 in the study were I've lived in Memphis and the tri-state
6 area all my life and we've always been under the
7 impression that this area was on the New Madrid fault
8 and I would like to know what study has been made,
9 how that would affect something like this, and also
10 the fact that we're in tornado alley here which is
11 well known and I, I don't expect an answer tonight.
12 I would just like to see it in the report. So, if you'll
13 excuse my voice again, and I thank you, and my
14 nervousness too. I'm just used to hollering at kids.
15 Thank you.

16 BY COLONEL McSHANE:

17 Thank you. Colonel Walsh, are you able to answer these
18 concerns at this time?

19 BY COLONEL WALSH:

20 Yes, sir. With your respect to your question on the
21 Peacekeeper missiles, on their adequacy, that's a very,
22 very good question. We did have difficulties with
23 Northrup, the producer of the missiles, in their
24 maintaining the production schedule that was originally
25 established for them and the problem did lie in the

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1 conversion from a research and development effort to
2 a production line effort. In the seventeen tests that
3 we've had of the Peacekeeper missile, they have performed
4 well above our expectations but, nevertheless, Northrup
5 did have difficulty transitioning from research and
6 development to a production line. Because of that,
7 the Air Force withheld progress payments and that got
8 national attention and that's what Mr. Aspen was
9 referring to. However, since that time, they have gotten
10 their act together and are almost back on schedule
11 with the production of the enercial measurement units
12 and we intend to meet full operational capability date
13 in December of this year with fifty Peacekeeper missiles
14 deployed in minuteman silos. Now, with respect to your
15 other two questions on the New Madrid fault and the
16 tornado concerns, we have acknowledged the concern
17 and it is discussed in the safety section, that is
18 Chapter Five, of the document. We identify the existence
19 of the fault in the geological section of the Baker
20 document but we analyzed the safety aspects in the
21 safety section, Chapter Five. Thank you very much.

22 BY COLONEL McSHANE:

Bill Inman.

24 BY BILL INMAN:

My name is Bill Inman, I live in Gosnell and if I can

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deviate for just one second from prepared question. If Les Aspen has any sites he's interested in, I hope you'll take his statement into consideration. Now that we've heard the results of the Draft Environmental Impact Statement, what's the next step to be taken in the selection process and when will the actual selection of Garrison sites be made?

BY COLONEL McSHANE:

Colonel Walsh?

BY COLONEL WALSH:

The public comment period as noted in my presentation earlier, closes on the 31st of August. The Air Force will take all comments received and develop responses to those concerns that are raised. The response that we may take will be to adjust our document or to identify why we will not adjust our document, why that response or why the issue was not relevant to the document. We intend to have the document ready for filing with the Environmental Protection Agency by the end of this year so that a decision can be made in the early part of 1989. Now, that's what happens with the document. Now, in your question you asked when a decision would actually be made. It's very difficult for me to speculate how the new Administration and new Congress will react. I can only tell you what the Congress has proposed

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in recent legislation and that is they have placed two hundred and fifty million dollars into both the ICBM program and into the Peacekeeper Rail Garrison program to continue the research and development through the first part of the fiscal year, 1989. They have also fenced an extra two hundred and fifty million dollars that could be used for both programs or one program or no program and it all depends on a decision that Congress intends to make in conjunction with the new Administration and they have established a date of March of next year for making that decision. Thank you very much.

BY COLONEL McSHANE:

Sir, did you have a statement or was it just a question?

BY MR. INMAN:

Just a question.

BY COLONEL McSHANE:

Thank you. Terry Gabrielson.

BY TERRY GABRIELSON:

Colonel McShane, gentlemen, my name is Terry Gabrielson. I'm a Blytheville resident. I was asked to speak this evening by Dr. Frank Letter, Superintendent of Blytheville Public Schools. The purpose of being here this evening is to reaffirm our very strong and enthusiastic support for locating the new Peacekeeper

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mission here at Eaker Air Force Base. We have read carefully and studied the outstanding document you've put before us and we concur with your conclusions and your statistics put forth, namely in Blytheville, our current student/staff member ratio is 16.1 and with the addition of the new mission at the air base, it would simply, we could comfortably assimilate the new students who would join our school district. It would raise the figures to about 16.4, a mere increase of three tenths of one percent. We feel that we have an excellent staff in place. We are in the process of upgrading our facilities and adding new facilities. It is not anticipated that any new facilities would have to be constructed. If the need presented itself, certainly, based on the school board's past performance, we would add new staff if the need did present itself. We think we have the kinds of programs in the Blytheville Public School that will well serve a variety of youngsters representing a vast variety of needs. As I mentioned at the last hearing, we serve well and effectively, we believe, youngsters ranging from very, very gifted to profoundly handicapped. We have those kinds of programs in place. But a lot of other people at this hearing and at the previous hearing, have articulated extremely well what our particular

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communities need are jobs and increased employment. I'd like to take a little different tack, Colonel, and voice the sentiment, and I speak on firsthand observations as a person who works in a school, about five percent of our student population comes from Air Force families and I can tell you that Air Force families increase the vigor of our particular community. Secondly, the children of these families greatly add to and enhance the kind of educational program we have here in our school district and I suppose that our neighboring school districts would say very much the same thing. I could tell you example after example of children who have enriched our community simply because they attend our school. Again, we would very much like to see you make the correct decision of adding the mission to the Eaker Air Force Base. We absolutely pledge to support you in any and all possible ways. We commend you for your report. Thank you.

BY COLONEL McSHANE:

Thank you. Jerry Bohannon.

BY JERRY BOHANNON:

Thank you, gentlemen. My Board of Directors have kept me here in Blytheville where it's humid, my boss is in pretty good shape. Welcome to Blytheville, gentlemen. I'm Jerry Bohannon, Executive Vice President of the

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1 Blytheville Chamber of Commerce. I must echo the comments
2 of appreciation which preceded me on your being here
3 to give our citizens the opportunity to respond to
4 the Draft Environmental Impact Statement. The
5 investigation team should be commended on the intensity
6 and completeness of its investigation in the
7 Blytheville/Gosnell area. From this investigation and
8 subsequent study has evolved an awareness on behalf
9 of the impacted communities of the effort by the Air
10 Force to work cooperatively toward a successful and
11 amicable garrisoning of the MX missile system at Eaker
12 Air Force Base. The operations of the 97th Bombardment
13 Wing have been an integral part of the way of life
14 in this area for many years. The awareness of the aircraft
15 based here play an important part in our national defense
16 is accepted and appreciated. Selection as a garrison
17 site, therefore, follows, therefore, a very reasonable
18 line of thinking. We've supported our country's military
19 objectives and will continue to do so. In our knowledge
20 of the cultural significance of findings on Eaker Air
21 Force Base, brought about by the Environmental Impact
22 Study, we are pleased with the measures taken to ensure
23 the proper accountability of these sites. Having been
24 designated as a recipient of the Barksdale trophy for
25 outstanding community support, the City of Blytheville

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1 has developed a relationship with Eaker Air Force Base
2 of exemplary cooperation. The record should note this
3 support in the Air Force deliberations for selecting
4 potential garrison sites. Thank you for the opportunity
5 to make these comments.

6 BY COLONEL McSHANE:

7 Thank you. Bill Akin.

8 BY BILL AKIN:

9 Good evening. Since this is a public hearing, I thought
10 it would be good to talk to the public. In looking
11 at the MX missile, I think it is appropriate, even
12 though our Environmental Impact Statement tries to
13 limit it to a statement that should not consider the
14 psychological, the national security or the moral,
15 morality, factors in the statement, that these are
16 important parts that anything our government does and
17 this is the only opportunity the Air Force has to hear
18 from the public. I know Congress has, we have the
19 opportunity from Congress too so in looking at the
20 MX missile, I think this is something that we should
21 not even be trying to build the fifty we have much
22 less trying to get fifty more. We hear about the talks
23 about trying to reduce our nuclear arsenal by fifty
24 percent and move towards a more peaceful world, working
25 out our problems in other ways than by the number of

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1 missiles, planes, etcetera, that we have and yet the
2 Paul Garrison Plan is trying to double the number of
3 MX missiles we have which is seemingly the opposite
4 of what we are trying to do on a national level. I
5 think as far as looking at the No Action alternative
6 of the MX is one of the most important alternatives,
7 I'll speak for myself, I think I represent a good portion
8 of the people in the country and even this area of
9 the country if not in this city, that the money, ten
10 to fifteen billion dollars and looking at the piece
11 that this community will get and the jobs and the
12 benefits that many people have spoken to and are highly
13 in favor of, that we could distribute that same amount
14 of money in this community and other communities are
15 in need and it would go a lot further in terms of the
16 employment of people and the productivity of the
17 community. To address a few things about the DEIS
18 statement itself, it seems to imply that deterrence
19 is somehow enhanced by this system whereas this is
20 adding about five hundred warheads whereas to our arsenal
21 that we say would be survivable because they'd be on
22 the rails whereas Congress has already found that we
23 would have more than enough, thirty-seven hundred
24 warheads would sustain any Soviet attack and be able
25 to deter or be able to respond back which I think is

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1 more than efficient deterrence. The statement is weak
2 in terms of looking at what happens when these trains
3 get out on the rail and the safety factors involved.
4 They talk about objects hitting the train and at some
5 relatively low speed but they don't talk about weapons
6 and the trains being sabotaged, looking at the tracks
7 and the vulnerability of having these tracks all over
8 the place whereas one strategic explosion on the tracks
9 would take care of the train going anywhere.

10 BY COLONEL McSHANE:

11 Time, Mr. Akin.

12 BY MR. AKIN:

13 Thank you for the time and, also, I hope that the
14 statement did not really address all of our written
15 and oral statements before, that this final document
16 would address these and other things that we have in
17 written form. Thank you.

18 BY COLONEL McSHANE:

19 As indicated, the final document is required to address
20 all those concerns. Colonel Walsh.

21 BY COLONEL WALSH:

22 I would like to respond to some of the issues that
23 you raised. First of all, the National Environmental
24 Policy Act requires that the proposed of the action
25 only look at the physical effects of the system. It

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1 does not require us to look at the psychological, social
2 effects of the system. It has to be something that's
3 a direct cause of the action as has been reported in
4 the EIS. Also, the National Environmental Policy Act
5 only requires us to look at alternatives to satisfy
6 the underlying requirements. In this case, the underlying
7 requirement is a more survivable ICBM system so it
8 does not require us to look at alternate uses of the
9 money. That is a subject for the Congress to consider
10 in making their final decisions. Also, the EIS does
11 not require us to, or the Congress has directed us
12 just to look at the peacetime operation of the system
13 so we do not have to consider the wartime use and in
14 actual facts, the purpose of this system is through
15 the mobility of the peacekeeper that it becomes an
16 untargetable target by the Soviets and knowing the
17 Soviet Union, knowing that they cannot successfully
18 attack it, will not attack in the first place. Thank
19 you very much, sir.

20 BY COLONEL McSHANE:

21 Phil Darnell.

22 BY PHIL DARNELL:

23 Phil Darnell, speaking as a private citizen. I think
24 the new on base option pretty well answered my initial
25 question. However, I'd like to ask one more. Is it

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1 fairly clear that the new on-base option will avoid
2 the Sauda Cemetery? And, on other question, more of
3 a technical nature, just out of curiosity, is the
4 Stage 4 liquid repellant, will that be carried along
5 with, all four stages be carried at once on the
6 maintenance train?

7 BY COLONEL WALSH:

8 With respect to your question on the cemetery, we have
9 made every attempt to avoid impact to that cemetery
10 and at this time we still have avoided it. I would
11 like to ask Lieutenant Colonel Emmons to respond to
12 your second questions.

13 BY LIEUTENANT COLONEL GARY EMMONS:

14 In talking about the maintenance train, are you referring
15 to the train train that would be out on the rails
16 practicing our operational concept or the transportation
17 of the missile itself from the build up base?

18 BY PHIL DARNELL:

19 Well, whatever train would be, as well as I can gather
20 from reading the EIS, that would be the train that
21 goes back and forth to Warren. Whenever the stages,
22 the missile itself with the propellant stages are
23 included. Not the operational train.

24 BY LIEUTENANT COLONEL GARY EMMONS:

25 Okay. I think I understand your question right now.

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1 The, as far as I know right now, that would probably
2 be transported via aircraft into the base and mated
3 up with the other three stages of the missile at the
4 operating base.

5 BY COLONEL WALSH:

6 If I can, I think his question concerns the, when the
7 missile is taken back to P. E. Warren for maintenance,
8 will the fourth stage be with it or not?

9 BY LIEUTENANT COLONEL GARY EMMONS:

10 No.

11 BY COLONEL WALSH:

12 Does that fairly answer your question?

13 BY PHIL DARNELL:

14 Yes, sir. And finally, I'd just like to say that I
15 endorse all those who have spoken in favor of basing
16 it here. Thank you.

17 BY COLONEL McSHANE:

18 Thank you. Dewey Neely.

19 BY DEWEY NEELY:

20 Colonel McShane, I'm Dewey Neely from Osceola, Arkansas,
21 fifteen miles south of Eaker Air Force Base. I'm a
22 member of the Base Council and have been for a number
23 of years. I would just like to echo mostl what's been
24 said in favor of the Peacekeeper Rail Garrison missile
25 being stationed here. If and when it's finally approved,

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1 I think this is one thing that some are taking out
2 of context. It has not been yet. I was explained earlier,
3 but if and when it is, then the people that I've talked
4 with in Osceola and south Mississippi County are
5 certainly all for basing of a Peacekeeper Rail Garrison
6 missile at Eaker Air Force Base. Thank you.

7 BY COLONEL McSHANE:

8 Thank you. James Deal.

9 BY JAMES DEAL:

10 I want to thank you gentlemen for the opportunity to
11 present my views. Time does not permit to really present
12 all the views that incorporate my interest in this
13 and my studies up to date so I fully intend to send
14 a written statement timely for this purpose. I'll state
15 for the record, though, that I pretty much agree with
16 Senator Dale Bumpers that the MX missile may not be
17 the best thing for this nation but I also want to include
18 that if there is deployment of this missile system,
19 that I would be in favor of Blytheville, Arkansas being
20 one of the ten. I want to bring to you some experience
21 that I have, though, about transportation. During the
22 last war in the 1940's, I was a conductor for Southern
23 Pacific Railroad, working out of Indio to Yuma and
24 at that time we were training or we had a training
25 base headed by General Patton for the Africa Corps

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and I can tell you that a single track railroad becomes an almost impossible world with military because every military train that goes out on this main line is going to have to carry extra signals. It can't be what you call a scheduled train. You've got trains coming in opposition to it and you've got to find places to side track everything for those missiles. Deployment for those things out here on this base, if we got lead time and I'll put this in formal questions you can answer later, but the deployment, the first strike that we would have any indication of would be shorter than the time to get those missiles off of this base and onto that railroad and alert the opposing trains that we were coming into the system and that's my greatest concern about this on a personal level and that's not necessarily having anything, whatsoever, with Blytheville because I'm in favor, if you have it, for it to come here but I'm thinking that you're going to have a traffic bog down of the rail system when you try to scramble that thing on our railroads.

Thank you very much.

BY COLONEL McSHANE:

Colonel Walsh, do you have any answer to that question? We've heard it before in the last few days.

BY COLONEL WALSH:

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Yes, sir. You've asked a very good question. It is not the intent of the Air Force to scramble these trains. We will rely on strategic warning to initiate a dispersal of trains. Now, by strategic warning, I'm saying that on a day to day basis, the Soviet Union does not have sufficient forces deployed so they can launch a successful attack, a full ... attack on the United States and successfully destroy the entire track. If they did launch such an attack, they would know that there were going to be some survivors of the triad which, in turn, could launch an attack on the Soviet Union and inflict unacceptable damage. If the Soviet Union were to increase their posture so they could launch a credible attack against all aspects of the triad, we are highly confident that we would see such changes in their posture and then be able to take the appropriate counter action. Now, the types of reposturing that we would expect to see from the Soviet Union would be, for instance, the movement of their submarine force to sea. Except for training, the bulk of the submarine force of the Soviet Union is a port navy. We'd also expect to see some reposturing of their defense forces and, of course, their political leaders would be repositioned to survive any retaliatory attack. Seeing these things, we would start taking counter measures

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with our forces. We would disperse trains and we could disperse our bomber force and we could flush more of our submarine forces out to sea so that to ensure that the Soviets realize they could not successfully attack and therefore they would not attack in the first place. So, we're not looking at a dash out of the garrison area. We're working for the orderly movement in full coordination with the dispatchers of the respective rail companies so that we could blend in with the commercial rail system without causing a disruption but we feel that we will have adequate strategic warning to accomplish such dispersal. Thank you very much, sir.

BY COLONEL McSHANE:

Harold Sudbury.

BY HAROLD SUDBURY:

Colonel McShane, I'm Harold Sudbury of Blytheville. I serve as Chairman of the Military Affairs Committee of the Blytheville Chamber of Commerce and I'm delighted to provide testimony in this public hearing. First of all, I want to commend Lieutenant Colonel Peter Walsh for the manner in which he conducted the scoping meeting that was held in this very facility this past April. I appreciate Colonel Walsh's fairness, his thoroughness and his responsiveness during that three-

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hour meeting. Now, because of Colonel Walsh's efforts, we have before us a document that thoroughly discusses the issues that should be addressed by the decision makers. However, in an attempt to make the final report even more complete and in an attempt to provide the decision makers with an additional and, I believe, an important consideration, I request that the final report include a statement as to the level of community support for the MX Peacekeeper Rail Garrison System that has been exhibited at each of the candidate bases. I believe community support can be evaluated in terms of magnitude and significance of impact. By using the measurement standards set forth in the Draft Environmental Impact Statement, I submit that the positive community support in Blytheville, Mississippi County and Southeast Missouri would be high in magnitude and of significance in both the short term and long term. On another point, I commend the Air Force in its flexibility, its creativity and sensitivity as it pertains to the realignment of the garrison siting. It is obvious that because of this realignment of the garrison site, a significant cultural resource can be preserved and, in addition, perhaps millions of taxpayer dollars can be saved by collocation. It is now apparent that because of the Air Force efforts

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1 to avoid this significant cultural resource and collocate
2 the garrison, thus saving millions of dollars, Eaker
3 Air Force Base should now be considered an even more
4 viable, perhaps even the best candidate for the location
5 of the MX Peacekeeper Rail Garrison System. Thank you
6 for the opportunity to offer these comments for the
7 record.

8 BY COLONEL McSHANE:

9 Thank you. Bo Huffman.

10 BY COLONEL WALSH:

11 Sir, I think he goes by Boo.

12 BY BO HUFFMAN:

13 It's good to see you again. You beat me to the punch.
14 Colonel McShane, I don't have a statement to make.
15 I do have a question that I would like to ask your
16 distinguished panel. We have found that we have a
17 significant archaeological site at the Air Base and
18 your impact study shows this and I would like to ask
19 the panel what methods of investigation were used to
20 verify these findings?

21 BY COLONEL WALSH:

22 I would like to ask Mr. Hickman to respond to that
23 question.

24 BY FRED HICKMAN:

25 Our research on the archaeological site at Eaker Air

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1 Force Base began with a literature search of all the
2 past studies that have been done and many sites had
3 already been recorded. Once we had finished this search
4 of information that was available in the State Historic
5 Preservation Office, we began a survey of the site
6 itself. As I said earlier, it's about seventy-four
7 acres. The initial find was to look at about one half
8 of one percent of that area using a pedestrian survey
9 which is essentially walking, individual archaeologists
10 walking about twenty meters apart. During that
11 pedestrian survey, we found approximately ten thousand
12 artifacts, projectile points, shards of pottery, jewelry
13 and other artifacts which clearly tie into a prehistoric
14 period. Following that pedestrian study, we did
15 magnetometry studies which is essentially using a proton
16 magnetometer, a device similar to a metal detector,
17 which can locate areas that have been disturbed deep
18 in the earth, approximately down to one meter. Using
19 this instrument, we were able to find some locations
20 that were clearly the sites of previous village houses
21 as well as a palisade or a wall around such a village.
22 We did some excavation at a few sites, approximately
23 thirty-four meters in total, to document that there
24 were various foundations and house floors in that area.
25 This is all the tests that have been done at this time.

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1 This will be the basis of the report we prepare for
2 the Air Force and for the SHPO and we'll, this will
3 be the basis of the eventual plan for any recovery
4 that would be established.

5 BY COLONEL WALSH:

6 By SHPO, we are referring to the State History
7 Preservation Officer.

8 BY COLONEL McSHANE:

9 LaJean Brown.

10 BY LAJEAN BROWN:

11 Colonel McShane, I'm LaJean Brown, a Gosnell resident.
12 I work at the Farmer's Bank and Trust Gosnell Branch
13 across from the main gate of the base and I'd like
14 to say that I am in support of the Rail Garrison Mission
15 because I feel it would be a strong defense and I believe
16 the Rail Garrison Mission would help make all of this
17 possible. I am very proud to have this mission based
18 at the Eaker Air Force Base. I live in Gosnell just
19 next to the base and I'm proud to have Eaker Air Force
20 Base as a part of the community. Thank you.

21 BY COLONEL McSHANE:

22 Thank you. Carol Glidewell.

23 BY CAROL GLIDEWELL:

24 Colonel McShane, my name is Carol Glidewell. I am here
25 in capacity as President of Eaker Air Force Base

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1 Community Council. I'm the President of that
2 organization. We have approximately two hundred and
3 fifty members, both military and civilian in our
4 organization and we are told that it's somewhat unique
5 in all of the Air Force in that we are the organization
6 directly responsible for good relationships between
7 the community and the base. Our organization was the
8 one that was directly involved in winning the Barksdale
9 trophy for being the best for community support in
10 all the strategic air command. So, from this standpoint,
11 we certainly welcome the Rail Garrison Mission to
12 Blytheville and hope it will be here. Thank you.

13 BY COLONEL McSHANE:

14 Thank you. Douglas Mason.

15 BY DOUGLAS MASON:

16 I'm representing the Delta Greens Biregional Political
17 Organization here and first, I would like to ask that
18 any of my questions be answered in the Final EIS rather
19 than tonight and taking up any more of the precious
20 little time that's left. I'd like to say that I did
21 read the safety section in the geological section of
22 the DEIS and, frankly, I was a bit disappointed in
23 the minor coverage afforded the earthquake threat
24 therein. The main premise seems to be that since the
25 1811-12 quake was a magnitude that only occurs once

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every five to seven hundred years and only one hundred and seventy-five years have past, thus far the threat is minimal. In fact, an understanding of rudimentary statistics would make it clear that this prediction refers to independent events which only follow that trend in a broad sense. Can you tell me, for example, when the last quake occurred of an 8.3 magnitude on the Reichtor scale? Was it in 1111 or 1311? I seriously doubt that it was five to seven hundred years. It may have been a thousand years ago. You can only examine the deformation of the apparent material to determine that but just like the odds of head and tails are fifty/fifty, it's still possible that you might get five heads in a row because each toss of the coin is an independent event. Similarly, the next major quake could occur tomorrow, not in the year 2525. But what about lesser magnitude quakes? In my comment sheet which wasn't addressed and I did send it registered mail, I refer to the prediction by Dr. ... Johnson, head of Tennessee Earthquake Information Center at Memphis State University, that this area has a forty to sixty-three percent chance of having a tremor measuring 6.0 on the Reichtor scale by the year 2000. I would like to know what are the expected effects of this less dramatic event. Referring back to the

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1811 quake, I read John James Audobon was walking the banks of the Ohio River near Indiana when that quake occurred and he documented this in his book Episodes of Western Life and he was literally tossed twelve feet in the air by the jolt of a quake many miles distant. So, even if there is no risk of detonation and, by the way, I remind you, Colonel Walsh, that they said they couldn't sink the Titanic and the space shuttle would never explode either, but what effects would just radioactive material strewn across the landscape have? Would this material be washed into the river or what would be the effect on nonthreatened wildlife and people? In your summary of Environmental Effects, you note under the section on geology and soils only the high significant impacts of erosion during construction and I would like to ask what about the destruction after construction in regards to the New Madrid fault? Also, in your audiovisual presentation, you talked about comparison of bases and for Eaker you only considered the cultural impacts to be significant. I'm just thinking, ironically, that perhaps future archaeologists, if any of our species survive all of this nuclear madness, will one day find the earthquake damaged remains of Eaker Air Force Base in Blytheville and consider these somewhat analogous

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to Pompay or some of the other archaeological finds of our day. But finally, I would like to ask the audience if they were as disappointed as I was in the renaming of Eaker Air Force Base. I hope everyone has read Mutiny on the Bounty or at least seen one of the movie remakes because I think Captain Blythe is alive and well in Blytheville. Thank you.

BY COLONEL McSHANE:

That was all the cards I have. I ask any of the folks, did any more come in? Apparently not. Ladies and gentlemen, we can conclude the meeting at this time. Please remember that you have until 31 August to submit written materials to be included in the transcript of the hearing. Once again, oral and written statements or comments will be afforded equal weight. Officials of the Air Force appreciate your efforts to come out tonight and to contribute your views to this public hearing. We thank you for your courteous attention. Please be assured that Air Force decision makers will carefully consider each viewpoint raised here tonight when deciding the ultimate course of action on this proposal. Thank you and this public hearing is adjourned at 9:17 pm.

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REPORTER'S CERTIFICATE

STATE OF ARKANSAS)
: SS.
COUNTY OF CRAIGHEAD)

I, Francis Ward, Jr., Certified Court Reporter and Notary Public within and for the County and State aforesaid, hereby certify that I reported the foregoing testimony of the public hearing and the same was taken before me; that all testimony was taken by me and correctly transcribed and reduced to typewriting and that said testimony is a true record of all testimony given at the time and place of said public hearing.

Given under my hand and official seal this the 2nd day of August, 1988.

Francis Ward, Jr.
FRANCIS WARD, JR.
Certified Court Reporter

My Commission Expires:
July 1, 1993.

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1 public demonstration either for or against
2 statements made, since this merely subtracts from
3 the time available for others to make statements
4 or ask questions here, that each person should be
5 given a respectful hearing, even if his or her
6 views differ from your own.

7 We'll take a 10 minute recess, please be
8 back here about three minutes after the hour.
9 thank you.

10 (A break was taken)

11 MR. McSHANE: We'll get started now. The
12 first thing the principal asked me if you could
13 please stay on the mats that are directly in front
14 of the seating area, they just refinished the
15 floor and don't want any unnecessary walking on
16 it. Second thing I'd like to do, I'd like to have
17 Col. Walsh introduce the other members of the
18 panel at this time.

19 COL. WALSH: On my immediate right is Maj.
20 VanNess, he is a lawyer for the Air Force working
21 for the Air Force regional engineer and he will
22 respond to questions on legal matters and water
23 safety.

24 On my far right is Staff Lt. Col. Emmons,
25 he is air strategic command and he will respond to

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1 questions on the operations concept. On my
2 immediate left is Mr. Hickman, and he works for
3 Tetra Tech Corporation, that was the company hired
4 by the Air Force. Mr. Hickman will respond to
5 questions on human resources, the effects on human
6 resources.

7 And on my far left is Dr. Kramer, he also
8 works for Tetra Tech Corporation and he will
9 respond to questions on the effects of physical
10 resource. Thank you very much.

11 MR. McSHANE: We now turn to the answer
12 and question period of this public hearing, this
13 time is set aside about the content of the
14 briefing and the draft environmental impact
15 statement. What I'm going to do is first call on
16 elected public officials for their comments and
17 then as I indicated, the balance of the cards, I
18 have shuffled them several times, they are in a
19 totally random order and I will call out names of
20 people from those cards.

21 Once you are recognized by me, please
22 step up to the microphone, since we want all
23 present to be able to hear your question or
24 statement, and we do need to record it for the
25 record as well. Please state your name and

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1 affiliation or address, and then ask your question
2 or make your statement.

3 I have quite a few people who have
4 indicated a desire to speak tonight, so, I will be
5 letting you know when the three minute time limit
6 is up. George Ramsey, please?

7 MR. RAMSEY: Thank you, Col. Walsh,
8 members of the briefing team, ladies and
9 gentlemen, we have carefully reviewed the EIS and
10 after that review, we have concluded that there is
11 no significant impact on the City of Medical Lake
12 that we would anticipate from the Garrison of the
13 missile at Fairchild.

14 As a result however, we would hope that
15 we would be consulted if there are to be any
16 changes, alterations made to State Highway 902,
17 since it does provide the primary arterial into
18 the City of Medical Lake.

19 On behalf of the city council and myself,
20 we would like to go on record as endorsing the
21 siting of the Rail Garrison Missile at Fairchild
22 Air Force Base.

23 MR. McSHANE: Thank you. That takes care
24 of all of the public officials who have indicated
25 a desire to speak tonight. The balance of these

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1 cards, as I indicated, are randomly ordered. Jim
2 Thomas, please?

3 MR. THOMAS: My name is Jim Thomas, reside
4 at East 414 Augusta, Spokane representing myself
5 as a private citizen. To begin with, I sent a
6 letter to the director of public affairs, the
7 ballistic office at Norton on April 12, 1988. The
8 letter I requested compiling my comments on the
9 EIS, however, I have received no information nor
10 even acknowledgement of my request. This has
11 seriously impaired my ability to assess the
12 proposed federal action and regard that as a sign
13 of the NEPA process.

14 On pages 1-3, the DEIS states that design
15 and operating aspects of the Rail Garrison Program
16 are still undergoing change. I wish to enter an
17 official protest that we are being asked to
18 comment on this proposal when we do not have any
19 assurance that the final program will be
20 substantially different.

21 On page 1-17 of the DEIS, the Air Force
22 makes reference to a classified annex. As a
23 citizen of the United States, I object to the Air
24 Force as withholding important information during
25 this public decision making process, and I ask

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1 that this classified annex be made publicly
2 available before the end of the DEIS comment
3 period.

4 * On page 2-1 in the section covering
5 national economic impacts, the DEIS is deficient.
6 The Air Force has failed to include in its
7 analysis any mention of how many more people will
8 be hungry or homeless or unemployed because of the
9 Rail Garrison proposal.

10 I would also note that the Catholic
11 bishops of the United States have condemned the MX
12 system because of its negative socioeconomic
13 impact.

14 On page 4.6-1, Spokane is listed as the
15 host community. Why was this hearing not held in
16 the host community?

17 On page 4.6-29, the DEIS addresses
18 measures which would mitigate the harmful impacts
19 on the habitat of the endangered species.
20 However, these measures lack adequate detail and
21 do not represent a sufficient commitment on the
22 part of the Air Force to protect the environment.

23 On page 5-2, the safety considerations
24 are not specific to each of the proposed bases and
25 thereby do not provide enough information for an

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1 intelligent assessment. An example of this is
2 that there is no information as to the nearest
3 emergency response crew which would handle an
4 accident at Fairchild involving a nuclear warhead
5 and/or a missile motor.

6 On page 5-10, the DEIS states an MX's
7 third stage contains 4200 pounds of nitroglycerin.
8 I wonder how many residents of Eastern Washington
9 realized this fact or would approve more than two
10 tons of nitroglycerin as it's passing through
11 their field and towns.

12 Overall, my assessment of the proposed
13 DEIS -- on the MX Rail Garrison would support the
14 no action alternative, and this is my
15 recommendation to the Air Force. Thank you.

16 MR. McSHANE: Thank you. Frances Stacey.

17 COL. WALSH: May I make a comment on the
18 previous gentleman's statement?

19 MR. McSHANE: Briefly.

20 COL. WALSH: With respect to the
21 substantial change in the design of the system, we
22 will be required to have a supplemental draft
23 DEIS. The existing EIS would not be adequate, so
24 we would have to come up with a supplemental draft
25 that will be made to the public. Thank you, sir.

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1 SI W STACEY: I'm speaking tonight as
2 just an ordinary citizen. I'm a Sister of
3 Providence. My concerns are basically economical,
4 you raised several of the points in your
5 presentation tonight. A main concern for me is
6 the wetland, the effect on the wetland habitat and
7 the, you identified in the report, 10 species of
8 wildlife that would be affected, including the
9 great blue heron.

10 As Jim just mentioned, there's not a
11 whole lot of detail about how that would be taken
12 care of, so, the wetlands in the area, the
13 destruction of the wetlands is a major ecological
14 concern for me.

15 You mentioned 578 acres of land, almost
16 half of which are considered prime farmland, would
17 be used for this project, and I don't know that
18 the value of that project is equal to that use of
19 land.

20 You also include that the solid waste
21 generation from the project would be increased by
22 the time the project's completed and ongoing, that
23 we would have 4.3 tons a day of solid waste to
24 deal with. As you're already aware, the Spokane's
25 landfill will reach capacity by the mid 1990s, so

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1 the proposed waste plant that's on the docket now
2 has significant environmental and health concerns
3 that need to be addressed. So, I would ask that
4 you would move the solid waste disposal up a
5 little higher in your priorities of why it
6 wouldn't be good here in Spokane.

7 Finally, you mentioned that there would
8 be a potential shortage of low and moderate income
9 housing in Medical Lake. I'm not a part of the
10 Medical Lake community, but I am concerned about
11 those who have low and moderate incomes and any
12 kind of affect on them that would be negative
13 would be a concern for me.

14 Finally, the report mentioned the nearby
15 Spokane/Colville tribes having concerns. And then
16 both in your report tonight, Col. Walsh -- and in
17 the report, it seemed like those concerns, they
18 weren't described and they didn't seem to have
19 much significance to anybody, and I would be
20 interested in knowing more what their concerns are
21 and that that would be addressed more
22 specifically.

23 Finally, I would say that I see that
24 nuclear weapons are really obsolete, we cannot use
25 them and must not use them for obvious

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1 environmental and health hazard reasons. So, I
2 would ask that that MX missiles not be placed here
3 in Spokane, thank you.

4 MR. McSHANE: I got a card from a Mr.
5 James Reinhold; first question I'd ask, are you an
6 elected official, sir?

7 MR. REINHOLD: I'm representing Mayor
8 Alden.

9 MR. McSHANE: Are you an official?

10 MR. REINHOLD: No.

11 COL. WALSH: Excuse me, may I answer the
12 lady's questions?

13 MR. McSHANE: If you can briefly.

14 COL. WALSH: There were several issues I'd
15 like to respond to. First of all, the more
16 specific approach to the handling of the wetland,
17 that is covered under section 404 of the Clean
18 Water Act, and we would have to work with the
19 Corps of Engineers to develop a more detailed
20 approach on how we would mitigate the impacts on
21 those wetlands. It could be by building
22 additional wetlands to compensate for those that
23 have been removed, but that would occur after the
24 decision has been made.

25 SISTER STACEY: And you did say that it

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1 would not, it's likely it wouldn't compensate for
2 the -- especially for the wildlife because of the
3 fact that the wetland would be in different
4 spots?

5 COL. WALSH: As you noted in the leading,
6 we were not specific and we had not made any
7 commitments, so therefore, we make the worst case
8 conclusion. As to the impacts we would not take
9 any benefits in the analysis of these mitigations
10 until they had been committed to after they had
11 been resolved with the Corps of Engineers,
12 etcetera, so we're looking at the worst case
13 impacts.

14 The next thing we had been consulting
15 with various Indian tribes that have historical
16 ties to the area, but at this time in the
17 analysis, they haven't indicated the presence of
18 any sacred sites on the base that we would
19 interfere with.

20 SISTER STACEY: So their concerns are
21 ecological?

22 COL. WALSH: No, to important sites,
23 burial sites, or sites of that -- are important
24 for prayer, etcetera.

25 SISTER STACEY: I'm wondering, will you be

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1 responding to each speaker, Lt. Col. Walsh?

2 COL. WALSH: If they ask me a question,
3 yes, ma'am. If they do not ask me a question, I
4 will not respond, but if they ask me a question.

5 SISTER STACEY: So you'll respond to a
6 direct question then?

7 COL. WALSH: Yes.

8 SISTER STACEY: Thank you.

9 MR. McSHANE: George Reitemeier? I hope I
10 didn't pronounce that too badly.

11 MR. REITEMEIER: I've been called worse.
12 My name is George Reitemeier, I'm president of the
13 Chamber of Commerce of Spokane it has 2130
14 members, our address is West 1020 Riverside
15 Spokane, Washington.

16 We're heavily involved in the activities
17 of Fairchild Air Force Base, members of our armed
18 service committee are here tonight and may or may
19 not testify depending upon the need.

20 Based upon that information, which we
21 have received like everyone else, in looking over
22 the complete report, we find nothing to be
23 concerned with, we do not feel that there are any
24 specific questions dealing with the environmental
25 phase.

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1 We would like of course, not to have the
2 habitat disturbed, but if that is the only problem
3 that we have involved, we're totally in support of
4 the facility as it is reported in the
5 environmental impact statement. Thank you.

6 MR. McSHANE: Thank you. Lauren Gaylord,
7 please?

8 MS. GAYLORD: My name is Lauren Gaylord,
9 I'm speaking on behalf of myself. I would like to
10 go on record as pointing out that I am opposed to
11 MX and also opposed to the Rail Garrison Program.
12 I think there are significant flaws in the draft
13 EIS, in particular, the mitigation measures, more
14 specifically, in terms of the wetlands.

15 The last 25 years of development have
16 meant huge destruction of wetlands and remedies
17 from them which don't work. The result has been
18 destruction of numerous wildlife and their
19 habitats, and this is not discussed in sufficient
20 detail in the draft EIS.

21 I think it must be provided detail
22 analysis of the impacts and the mitigation impacts
23 if they're going to place how and where so that
24 they will be taken care of.

25 I'm also concerned about the mitigation

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of rail problems, there are frequent rail accidents in the valley as well as in the United States. And this Rail Garrison presents potential for a new type of accident with enormous threat to the safety of the entire region. There must be a greater analysis of this and of the mitigation measures that can be developed to prevent those dangerous impacts.

20

I also think that the section on alternatives is extremely weak and there needs to be greater consideration of other alternatives. I think just in general, the mitigation measures appear as if they're an afterthought, they're extremely general, they are not incorporated as an essential of the EIS, this program presents an incredible number of adverse impacts and they are not mitigated sufficiently in your report. Thank you.

MR. McSHANE: Thank you. Folks, as I indicated, if you clap every time after like that, I'll just wait until you're done and you're going to take away from the speaking time.

Richard Juzix J-U-Z-I-X?

MR. JUZIX: Colonel, my name is Richard Juzix, I'm a Franciscan in the local superior of

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the Franciscans in Spokane, Washington. So I guess I kind of speak for all of us, but really for myself and I know all the things I'm not supposed to talk about because I read the paper.

So I'll talk about significant things I guess I'm allowed to talk about and that is, I noticed the EIS raises socioeconomic issues revolving around the Garrison deployment. Nowhere in the EIS does it raise sociopsychological issues, and that's the issue I'd like to see raised and addressed and until it is, I think the EIS is less than sufficient.

I'd like to see the measurements of the social scientists, especially sociologists and psychologists sought after and written up in the EIS statement. Especially, isolating and measuring the increase of the variables, and alienation and dehumanization, especially among our young people and the adolescent that this program I think will inevitably involve. If those have been sought already, then, I'd like to see them mentioned. Thank you.

MR. McSHANE: Thank you. William Greene, please?

MR. GREENE: I'd like to speak to all of

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you as well as the people here.

MR. McSHANE: Stand on the mat, please.

MR. GREENE: Surely. My name is Bill Greene, I live in Spokane, Washington. I represent the PSR, the Physicians for Social Responsibility, which is also the representative for the IPPNW which got the Nobel Peace Prize in 1985.

It is the position of our group that any significant exchange of nuclear weapons would lead to a nuclear winter and the destruction of all humans. This has not been addressed in the impact statement, the peacetime was addressed very small for contamination for nuclear weapons, the wartime risks was not addressed, small details such as the 2 percent increase in flow traffic on roads was discussed, but no discussion was made of the increase and risks of nuclear exchange.

Since we would all die in that exchange, it seems like the most important issue to be discussed. I recognize that this kind of political issue is not supposed to be discussed that is a, to me, an environmental issue. Different from what you said Colonel, these meetings have had a -- served in a free society for the people to express their views both pro and

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against these issues.

And in previous MX hearings in Utah, Nevada, Boston, these types of hearings have had a major impact on the deployment of these weapons, as political statements as well as trying to meet these EIS requirements.

I shall leave it there and ask that the impact include a statement about the increased risk of nuclear weapon exchange by having these additional MX weapons deployed.

MR. McSHANE: Thank you. Could I have somebody make sure the microphone is hooked up? And future speakers, it was set up so everybody could talk and everybody could hear.

SPECTATOR: Col. McShane, Col. Walsh has reported the opportunity for addressing the audience, we should be afforded the same opportunity.

MR. McSHANE: Marion Moos, please?

MS. MOOS: I'm Marion Moos, I live at 1316 West 14th in the City of Spokane. I'm speaking for myself as a citizen of Spokane, and before me, I have brought and distributed to the public here, the letter from City Council of Spokane to Lt. Col. Peter Walsh of the Air Force recording the

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1 draft environmental impact statements, the Peace-
2 keeper Rail Garrison, June 1988, and these are my
3 remarks.

4 I'm addressing that the, the City Council
5 in an -- in writing these remarks for the city
6 made a unilateral -- without any input or any
7 input from the citizens of Spokane. The City
8 Council unilaterally arrived at its decision
9 without seeking any direction of the citizens of
10 Spokane, no advisory opinions were sought in
11 evaluating the EIS and the Peacekeeper Rail
12 Garrison. No public hearings have been held, the
13 United States Air Force needs to know, no
14 consensus is presented in their remarks to the
15 U.S. Air Force in the determination that the City
16 Council has arrived upon.

17 The City Council did not publicly
18 disclose to the citizens its decision in the
19 content of this letter, and that -- this. And
20 that indeed that it would even be in the City
21 Council agenda August 1, 1988. The City Council,
22 as elected officials, chose, in isolation, to make
23 this decision with its staff and therefore, the
24 public needs to address this to you that we are
25 not using a democratic process in many of the

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1 communities that are making testimony.

2 MR. McSHANE: Thank you. Lindell Haggin?

3 MS. LINDELL HAGGIN: My name is Lindell
4 Haggin. I live at North 7102 Cedar Road, Spokane,
5 Washington. I appreciate this opportunity to
6 present my concerns regarding environmental impact
7 of the construction of the MX Missile Rail
8 Garrison Program.

9 At this time, I have three major
10 concerns. My first concern regards the fact that
11 26 acres of wetland habitat will be disturbed due
12 to this project and in an area that has such an
13 arid environment, 26 acres of wetland habitat is a
14 significant amount.

15 Wetland habitat is regularly sacrificed
16 for human endeavors proposing a threat to water
17 fowl and all species in the area who depend on the
18 water for survival. If indeed, the trend in
19 weather has continued as it has in the last
20 several years we will have to preserve to assure
21 even a minimal water fowl population.

22 Even if efforts are made to minimize the
23 long term affect of the wetland, continued human
24 presence will bound to have an impact in the
25 presence of, in particular, the burrowing owl, as

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1 well as many rabbits, do not tolerate the presence
2 of humans in its habitat. A species, but which
3 will be negatively affected is the blue bird,
4 their habitat has been significantly diminished in
5 Spokane County due to human expansion into their
6 territory and now it is to be further reduced.
7 The blue bird is valuable to farmers and their
8 habitat should be protected.

9 While I appreciate the opportunity to
10 express my concerns, I do not feel these concerns
11 will carry much weight as to whether or not this
12 project will be pursued. Considering the major
13 concerns and reservations made by experts, which
14 were expressed in the past about the development
15 and implementation of this project and were
16 disregarded, I doubt that my comments will alter
17 the plans which have been made. But for the
18 record, I recommend that no action alternative,
19 thank you.

20 MR. McSHANE: Thank you. Margaret
21 Haggin?

22 MS. MARGARET HAGGIN: I'm Margaret Haggin,
23 1541A North Willow, Spokane Drive. I'm the
24 education chairperson of the Spokane Audubon
25 Society. It is very hard to combat the economic

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1 benefits of a project like the MX Missile because
2 those defending the position are thinking only of
3 the present.

4 Problems being created for the future do
5 not concern them. Downer signs block their
6 vision, environmentalists are futurists, and if
7 anyone has been reading the prediction of
8 renowned scientists lately, about the
9 deterioration of the ozone layer, because of
10 pollution, and because the cause of which is over-
11 population, he knows we have a very serious
12 problem.

13 There are those who think that if we
14 could eliminate the animal kingdom to make more
15 room for the human species, these people have
16 never heard of the interdependence of the eco-
17 systems and the basic fact that you cannot destroy
18 or damage one without seriously affecting the
19 others. They like to feel that satisfying the
20 wants and desires of mankind is all that matters,
21 economic security will cure everything, personal
22 sacrifice to help create a better environment is
23 not in their plans for the future.

24 We worry about the blue bird. Why worry
25 about the blue bird which is being pushed farther

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away from its natural, predestined environment? Or the migrating water fowl and all creatures great and small? Even little children can understand that the elimination of birds would leave an environment bereft of protection from the insects which, in turn, are responsible for creating the soil from the decaying, aging and decaying vegetation. Of course, this does not happen overnight like the rise and fall of the stock market.

Few people know that the blue bird is now on the threatened list, we're destined to require a certain -- insects that live only in its natural own field, for the survival life -- for survival. And water fowl must have marshes and estuaries and I could go on and on. When I was a child, blue birds were abundant, much of their former habitat has been sacrificed for the development. You seldom see one anymore in the City of Spokane.

It is a highly developed suburban -- it's a highly suburban area. An oil spill in Coeur d'Alene a couple of years ago decreased the eagle population because much of the spawning fish population was killed. All the economists thought about was the finances lost, human carelessness

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and if anything has caused many problems such as this.

MR. McSHANE: Time now. If you have

further comments and you wanted to submit them in writing, you may do so.

MS. MARGARET MAGGIN: Okay.

MR. McSHANE: Douglas Ray, please?

MR. RAY: My name is Douglas Ray. I'm from LA Grande Oregon, which is incidentally on the tracks that the MX is projected to be transported on.

I'm -- I have comments regarding the calculations of accident fatality risks attached to the deployment of the Rail Garrison. I feel that the PTS is deficient in this area, its projections in the area are general and based on figures for the entire nation, I object to that because I think it's no secret that the rail system in the Western United States has been in worst, far condition than that of the east part of the country and I think it's Wyoming, which is, last I heard is in the west.

I would like to, in support of that, I'd like to point out that at a meeting last month, or a hearing that is, regarding the transport of

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transuranic waste from the Hanford Reservation to the repository in New Mexico, the U.S. Department of Energy has rejected the option for rail transport of waste on grounds that the nation's rail system is considered unsafe for the shipment of nuclear waste materials. And I'd like to know how that is the Air Force assessment of safety for the very same rail system has produced such different conclusions. That's all.

MR. McSHANE: Did you want an answer to that question tonight?

MR. RAY: If we have one tonight.

COL. WALSH: I would make it as brief as possible. But for the movements that are related to the initial deployment and maintenance, we have localized the statistics for the dispersal movements which will be nationwide.

We do use nationwide statistics, but what you point out is perhaps a deficiency in document in which we need to be more explicit on how we have used those statistics so you will understand how we did do that and most of this analysis was Sandia Laboratories that did much of the same work for the Department of Energy on a movement of the hazardous waste, thank you very much, sir.

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MR. McSHANE: William Barber?

MR. BARBER: I'm William Barber, I'm a clinical psychologist and my office is at West 105, 8th Avenue in Spokane and I'd like to also comment on the -- or follow the comment that was made earlier about the statement, I think does lack in its section on the social impact and adequate treatment of the sociopsychological effect of this program on our children.

What are we going to say to the 2-year old and the 3-year old child about this program, that there's a -- that the railroad around Spokane are set up for nuclear warheads and to have these mobilized and have these ready to go, that we're one of the headquarters for nuclear missiles to be available and that -- and what are we going to say to them about their safety, you know, what is this going to say about their feelings about themselves and their own sense of wellbeing?

And I suggest that the impact statement is lacking in that area and I support the idea that that expertise in that area has not been elicited.

And in the meantime, I support the recommendation of no alternative

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1 simultaneous explosion of the two missiles, that
2 it would be no loss of human life. That was not
3 solely related to the program, that's why the
4 reason for the safety zone, thank you sir.

5 MR. McSHANE: John Kavanagh, please?

6 MR. KAVANAGH: My name's John Kavanagh. I
7 live in Spokane. I'd like to address the
8 socioeconomic issue that wasn't addressed in the
9 RIS, and that being that the failure rate of the
10 MX test firing series of a few months back was a
11 -- two missiles out of the three didn't work as
12 they were supposed to. And my concern is that the
13 American people are putting their money into a
14 system that's not going to work as it's supposed
15 to. That's about all.

16 MR. McSHANE: Thank you. Col. Walsh?

17 COL. WALSH: Sir, there have been 17
18 successful launches of the Peacekeeper Missile and
19 all 17 launches have performed beyond our
20 expectations, and it is a highly accurate
21 missile.

22 What you have heard being used has been
23 the Air Force's concern of the ability of the
24 developer of the initial regiment unit to transfer
25 from a research and development effort to a

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1 production effort, so the Northrup Corporation was
2 unable to deliver the guidance system in a timely
3 manner to meet our needs, that's what was making
4 the news.

5 We were withholding progress payments
6 from that contractor, but recently has got back on
7 schedule and he's almost got all his progress
8 payments back and we are now going to meet full
9 operating capability on schedule at F.E. Warren.
10 Thank you very much, sir.

11 MR. McSHANE: Jerry and Nancy Nines, one
12 person going to speak?

13 MR. NINES: My name is Jerry Nines, my
14 wife and I live at 314 North LaFay. I would like
15 to say that both my wife and I favor the proposal
16 of the Rail Garrison being placed as proposed site
17 on Fairchild.

18 We raised our children in this community
19 and I can't think of one evening in which we had
20 to console our children having lived near it, a
21 strategic air command, Fairchild Air Force,
22 because my children learned what it represented
23 and they're content.

24 We have grandchildren that live in this
25 community and I'm sure as they are educated they

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1 too, will learn what defense of our country means
2 and they can choose to live near this community or
3 they can live away. My wife and I favor this
4 proposal, thank you.

5 MR. McSHANE: Marney Gaylord, please?

6 MR. GAYLORD: My name is -- Marney is
7 unable to speak. My name is Randall Gaylord, I'm
8 her husband. I have a couple of remarks and I'll
9 also have remarks my wife Marney wished to make.

10 The first remark is, I'm disappointed
11 this hearing is being held here at Medical Lake, I
12 feel that this is a County -- Spokane County wide
13 impact in the proposed Rail Garrison Project. It
14 appeared to me that the most logical location for
15 a hearing in Spokane County is the City of
16 Spokane, this hearing tonight should be held at
17 the Spokane County City Council Chambers rather
18 than in a high cool auditorium in a small outlying
19 village. Excuse me, I don't mean to alienate the
20 people here, but I'm looking at the big picture of
21 all the people that are impacted by this project.

22 Getting directly to the environmental
23 impact statement, I've found that the alternative
24 discussion to be embarrassingly inadequate. The
25 only alternative is the consideration from 100 MX

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1 missiles on 50 trains, that is not permitted under
2 the 1986 DOD Act as I understand it.

3 As I understand the -- that the DOD Act
4 designates 50 missiles for deployment in an
5 alternative capacity. What -- Why aren't you
6 studying an alternative that involves 100
7 missiles? I find that that alternative also
8 biases the total report by looking at an
9 alternative that is only greater than the subject
10 proposal.

11 The only other alternative is no action;
12 there's nothing in between. Some alternatives I
13 can think of that would be in between, one would
14 be putting fewer MX missiles at -- out there,
15 perhaps 25 missiles, 10 missiles, what's the
16 impact of that? How about fewer sites, five sites
17 instead of 10 sites. And I think that the
18 environmental impact statement should have
19 discussed those alternatives.

20 Last thing I want to talk about is the --
21 I disagree with the conclusions on economic
22 projections and positive economic flow-through.
23 And here, I look at the target effect of land
24 based Rail Garrison System, and the psychological
25 impact that has, on property within the target

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1 zone. City of Spokane, I believe, is within that
2 target zone, and by placing these missiles out
3 there. You are inviting this location, Spokane,
4 as a targeted attack in the rail systems in this
5 area.

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6 I sit up in an office building in
7 Spokane, I see that rail system, it's a vital
8 link, it can be destroyed easily right here at
9 Nighbridge, you're not going to get easily west of
10 town if they knock out Nighbridge.

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11 MR. McSHANE: Time's up. When we get to
12 your card, you can come back.

13 MR. GAYLORD: I want to go on record
14 favoring the no action alternative in the MX.

15 MR. McSHANE: I will let Col. Walsh -- why
16 you only considered to be a hundred.

17 COL. WALSH: The 100 Peacekeeper option
18 was presented by Mr. Carlucci (phonetic) earlier
19 this year, and what he was proposing was not a
20 total 150 missiles proposed, but rather the second
21 50 of the 100 would be removed from the existing
22 silos at F.E. Warren and put on trains. That's
23 how he would get the 100 on the Peacekeeper
24 trains.

25 So in the analysis of an alternative

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1 action, we considered the removal of the
2 Peacekeeper missiles of the big silos at F.E.
3 Warren Air Force Base. The other consideration is
4 we have not designated 10 Garrison installations,
5 we have put this document together so that the
6 president and secretary of defense can pick one or
7 four or six or 10 candidate installations for
8 deployment of this system. Thank you very much,
9 sir.

10 MR. McSHANE: Bill Wiggemeyer?

11 MR. WIGGEMEYER: My name is Bill

12 Wiggemeyer and I live in Spokane. And Col. Walsh,
13 I'd just like to maybe provide, present a period
14 of questions and I'd still like to operate within
15 my time frame or maybe I'll just have to move both
16 of us along at the same time.

17 Colonel, what steps are particular -- or
18 particular means will be taken to provide
19 protection for the MX Missiles at Fairchild if
20 this does occur?

21 COL. WALSH: The protection will be very
22 similar to that now afforded the strategic weapons
23 status stored in the weapons storage area on-base,
24 specifically, the dual fence line will be extended
25 to encompass the Rail Garrison and the security

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1 force that is on duty, this would provide coverage
2 to the existing strategic weapons but also to the
3 Rail Garrison.

4 MR. WIGGEMEYER: How do you plan on
5 protecting the miles and miles of rails that the
6 trains carrying the MX Missiles will travel on?

7 COL. WALSH: We do not propose any
8 extraordinary action on those rails. What we
9 would suggest to you is that we would be able to
10 move randomly on those rails and it would be very
11 difficult for a saboteur to know precisely where
12 we would be moving so could do no ill to those
13 rails.

14 If he were to do an ill to those rails,
15 it would be unambiguous and an indication to us
16 that some ill intent was intended and that we
17 would take the necessary pre-cautions with other
18 aspects of our tried to put them on alert.

19 MR. WIGGEMEYER: I understand that the
20 State of Washington at this time presently is the
21 number three nuclear power in the world. Do you
22 feel that the children of the area will be harmed
23 psychologically knowing that Spokane and the State
24 of Washington will be the number one target of any
25 enemy contemplating warfare?

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1 COL. WALSH: Sir, I'm not really qualified
2 to answer that particular question. And when that
3 question has been raised earlier, the response of
4 the Air Force to that is in agreement with some
5 recent case where we acknowledged morality,
6 politics, etcetera, would necessarily be taken
7 into account in any decision.

8 However, the courts have deemed that this
9 particular document is not the appropriate vehicle
10 for expressing that analysis.

11 MR. WIGGEMEYER: Will there be another
12 document?

13 COL. WALSH: The SIS will not be the
14 appropriate document for such analysis.

15 MR. WIGGEMEYER: But there will be?

16 COL. WALSH: Sir, you can make your
17 political thoughts to your representative in
18 congress.

19 MR. WIGGEMEYER: Do you feel that the
20 people, just thinking from an economic concept, do
21 you feel that the people with venture capital and
22 long term aspirations will want to come to Spokane
23 to base their operation in this area knowing that
24 Spokane is the number one nuclear target in the
25 United States of America?

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1 COL. WALSH: Again, sir, you're asking me
2 to speculate on the intents of people, all I can
3 suggest to you is that other locations where there
4 have been deployments of the nuclear missiles,
5 there has been plenty of venture capital to go to
6 those areas, to go immigrate into that area. So I
7 can knowingly look at what has happened elsewhere
8 and assume the same thing would happen here.

9 MR. WIGGMEYER: Thank you. Again, I
10 would just like to go on record against the
11 placement of MX Missiles here, thank you.

12 MR. MCSHANE: Jan Doherty?

13 MS. DOHERTY: My name is Janice Doherty, I
14 live in Spokane, I'm here as a private citizen.
15 I'd like to first address the cost effectiveness
16 issue that was raised by the slide presentation
17 this evening and as well been addressed by the
18 city officials in the area.

19 According to like, even 1980 statistics,
20 as far as what happens really when you put for
21 every \$1 million that goes into a military program
22 such as the B1 program, there is a loss of jobs,
23 like public housing within a five-year period and
24 were that money to go into just the private
25 sector, there would be an additional 30,000 jobs

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1 in a five-year period.

2 So, in affect, all the documents, it
3 seems to me, even though I don't have the
4 statistic expertise in terms of the MX, I have the
5 common sense to know that the figures that were
6 given by this panel show, that should have shown
7 there would be a net job loss in Spokane as well
8 as throughout the country with the deployment of
9 the MX here.

10 I would also like to address the ROI,
11 region of influence, particularly as related to
12 your program, related to community. It didn't
13 mention in your document specifically, you
14 identified the ROI as Spokane County and Kootenai
15 County, Idaho. That would be in conflict for one
16 thing with another document or series of documents
17 that have come out in the Spokane area regarding
18 what the citizens do in the event of a nuclear
19 attack as far as fallout shelters, the older are
20 in the -- at Medical Lake and Cheney. They have
21 been updated in recent years in newer documents,
22 have everybody going to counties in Nez Perce,
23 Bonner, Pend Oreille, Shoshone, Layton, and again
24 in Washington, Whitman and Stevens, but this is
25 not addressed in any part of your statement.

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1 I think that there is a further concern
2 regarding the fact that there just be a minimal
3 addition of track to connect the MX with
4 Burlington Northern.

5 However, it doesn't take much imagination
6 to see how many ways in which someone could simply
7 use dynamite or any other type of device to cause
8 havoc on the rail lines. I think that it doesn't
9 take much imagination or having read recent papers
10 to realize there are deepend crashes, more
11 recently, in Iowa, I believe, one train on the
12 track shouldn't have even started for 15 minutes.

13 It occurs -- since the train is only
14 going to be deployed during a time of
15 international crises, this would even be executed,
16 and that there be further chance of high risk of
17 looking at the situation such as in Iran where
18 you're looking at the mistaken downing of a
19 civilian flight.

20 Other things that were not addressed: one
21 is the build and hazardous waste site you have on
22 4.4 -- 6.3, whatever it is.

23 MR. MCSHANE: Time, please. Mary Singer?

24 MS. SINGER: My name is Mary Singer, I
25 live at South 5119 Madella in Spokane, and I'm

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1 here as a private citizen and a student at Eastern
2 Washington University majoring in psychology.

3 Col. Walsh, in his statements, gave us
4 such statistical information, even down to the
5 fact that there would be a 1/3 of a person
6 fatality, perhaps I'm reading that wrong but
7 that's what it sounded like.

8 I will send Col. Walsh, in my written
9 comments, some other statistics; the number one
10 fear of children in adolescents is a nuclear war
11 and that's certainly pertinent to our
12 psychological involvement, and I will send you
13 those statistics, sir.

14 Number two, in the slide presentation
15 another base was not considered for deployment of
16 nuclear bombs on railroad tracks because of an
17 underground water supply situation. I do not
18 really know where the Spokane aquifer runs but any
19 attack on Spokane would certainly disrupt the
20 aquifer and all life forms within it, and all
21 necessary water supplies to this area because it
22 is our only source of fresh drinking water.

23 Number three, you mentioned there would
24 be periodic drug testing of individuals driving
25 the trains, maybe when I'm done you could tell me

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whether it would be civilians or military driving these trains, and what exactly you mean by periodic drug testing, it has not worked very well in the past couple years. We have had many instances of people smoking marijuana and involved in terrible crashes and loss of life.

Number four, with regard to the mitigating measures as weak.

Number five, Spokane has already been on Fairchild on a toxic waste clean-up list, again, I ask you, how this will affect the toxic waste; will it just add to it and this whole clean-up will be pushed back a number of years? That's all I have to say, thank you.

MR. McSHANE: Col. Walsh, I think you can answer a couple of those questions.

COL. WALSH: Yes, ma'am, the two issues I wish to address; one is to -- of the basis under consideration, none have been eliminated. We had identified significant impacts at an Air Force Base with the potential of contamination of the wells throughout the aquifer as well as impacts on wetland as well as impacts on social economics. Just as we identified significant impacts at Fairchild on land use and to our biological

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resource and that information would be made available to the decision maker before he makes his final decision of where to deploy the system.

And in response to your other question, on the who will be driving the train? It will be military personnel who can be subject to periodic testing since they are handling strategic weapons. However, they will have with them certified drivers from the local rail companies to act as guides as we go through various segments of their privately owned rail system, thank you.

MR. McSHANE: David Wiley?

MR. WILSEY: My name is Dr. David Wiley, I'm a Spokane physician. I live at 1304 Ballou Road. I'm speaking tonight as an individual as a Spokane physician over 40 years duration, however, I do have the privilege of being a member of PSP, the Physicians for Social Responsibility, it's a real privilege to be with that organization, it's done internationally as well as nationally.

One of my keynote thoughts for tonight is that for many decades, Spokane has always had Fairchild Air Force Base as its number one top notch competitor in maneuvers, they were the outstanding and sack (phonetic) for rapidity for

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many, many years, and in our opinion, we were both prideful and fearful of the fact that each Fairchild, Fairchild each, was obviously a disarmed target for an address for wipeout. Because, over the transpolar cap as you look to the cap presented tonight, we can hit them in the shortest, quickest time, and therefore, Fairchild Air Force Base is probably number one in hazarding.

Also too, in the same connection, the fact that now there is talk of bringing a Peacekeeper rail head here, which is obviously a second point of desire attack, it gives a Spokane resident a double feeling of trepidation, fear, etcetera, stress, hopelessness, all these things are now pyramiding on us. We here in Spokane just downwind from Hanford, had sweat out the many Hanford falsehoods, omissions that they put secretly into the atmosphere, the coverups, just when we start to curtail and reduce that a bit, we find now, another even more treacherous thing entering our area in the form of a Peacekeeper rail head Garrison.

I would like to emphasize that we in the profession of medicine, people under tension,

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under stress, they have bodily changes, very great things. And all I could say is that again, there's something to hazard our environment, namely in the form of drugs and alcohol. These stressors, strains, all fears, all create an increase in the use in drugs and alcohol, and I would sincerely beg you to please have all people, if this thing occurs, to have them repeatedly by impartial third parties given all of the tests as often as was desired to have mandatory drug testing, even mandatory alcoholism testing, that it be done adequately, impartially, and accurately so that the terrorists saboteurs, and the like, and that we could have input from such as Chernobyl, really rock bottom truthfulness, Chernobyl as to how we can help if some are still alive.

MR. McSHANE: Thank you. Bernard Wilson?

MR. WILSON: I'm Bernard Wilson, I live on 1305 Ballou Road in Spokane. And I'm a retired educator, but those questions I understand aren't appropriate here, but what I'm wondering about is, it seems to me that putting these MX Missiles which you call Peacekeepers, which to me is a, you know, one of those euphemisms we use that try to

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cover up what's really going on. But what's the impact of having these targets in our community right in our midst? I don't hear you saying that anywhere because that does put us as high priority target for whoever's trying it, wanting to get at us and put impact if a few missiles are dropped in here on those MX Missiles, what's that impact on our community? I see no place where you've talked about that.

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And then my other question is, are these things really necessary? Even though you say not to worry, there's really no harm, you know, these things are not going to be any danger at all to you, but are they necessary? And I would like -- what evidence do we have that somebody is getting ready to attack us and that we need to have these things here so that we can attack back or attack them first? What evidence do we have of that?

Now, maybe you people are privy to information I'm not, but I'd just like to know that. Those are my two questions, I'd really like some response to those now if I could.

MR. McSHANE: Col. Walsh?

COL. WALSH: Well, let me first of all answer your first question, what is the impact on

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the targets? We are very confident that we will have adequate strategic warning of any movement of the Soviet Union nuclear forces on a day to day basis. The Soviet Union does not have sufficient forces deployed so that they could successfully attack all parts of our triad, that is to bomber force, the missile force and the submarine force.

So therefore, if they were to attack from that posture, they would know that portions of our triad would survive and be able to launch an attack on the Soviet Union that would do unacceptable damage.

MR. WILSON: I'm talking about the damage if they just attacked once.

COL. WALSH: If I could continue. If we saw the Soviet Union changing that posture so they were bringing more forces to, for instance, most of their submarines are in port, so if they would start dispersing their submarines or that forces on alert or taking necessary actions to protect their political structure, we are highly confident that we'd be able to observe such movement. And observing such movement, we would start dispersal of our forces, our trains, our bombers, and even our submarines.

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And by their dispersal, we ensure the survivability, because it would be impossible for the Soviet targeter to know precisely where they are. Though, whereas if this were on the rail net and they know they would survive and still be able to launch attack on him, that would cause unacceptable damage. So, knowing that, he would never attack in the first place and we have deterrents, and that's why we are confident there will be no impact upon the people living here.

MR. WILSON: No impact upon the people living here by having these extra targets in our midst or knowing --

MR. McSHANE: We're not going to get into a debate.

MR. WILSON: That's a ludicrous answer.

COL. WALSH: Let me move on. Let me move on to the second question. Now, the second question was -- actually, you had two parts; why is it necessary and what evidence do we have that there is ill intent on the Soviet Union.

MR. WILSON: I didn't say Soviet, I said anybody.

COL. WALSH: Anybody. Well, first of all sir, the present force that we have of missiles is

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between 20 and 25 years old, it's an aging force using the technology of the 1950s, so we need a new credible weapon to replace that aging weapon. We also need a weapon that provides increased survivability as the Soviet Union has improved its strategic strike force.

Now, you ask what evidence do we have they have increased their weapons. They are in the process now of deploying a road weapon system, they're in the process of deploying a train mobile weapon system, they are building up their submarine force so that they can launch a credible attack, they're also in the process of hardening all their silos to make them less vulnerable to our existing force of Minuteman missiles. So that is the evidence that we have that we need to take counter actions to those actions of the Soviet Union, thank you, sir.

MR. WILSON: Now do you know that they aren't just doing this to counteract ours? There again doesn't begin to answer my question.

COL. WALSH: We have not deployed in the last 20 years they have deployed three to four new systems.

MR. McSHANE: Thank you. Al Hangan?

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1 MR. MANGINI: First I would like to
2 apologize to the audience for having my back
3 towards them, second, any response to my concerns,
4 please make in final impact statement.

5 Environmental impacts -- The DEIS either
6 lacks or has insufficient information regarding
7 the environmental impacts of one, the money and
8 transportation of uranium and other radioactive
9 raw materials for MX reentry vehicles.

10 Two, transportation of nuclear materials
11 such as uranium hexafluoride imported from South
12 Africa.

13 Three, the manufacturing process
14 production of plutonium, tritium and other
15 radioactive components of MX Missiles specifically
16 in this process, contaminants, the air borne and
17 soil borne contamination.

18 Four, the money and manufacturing
19 processes of nonradioactive explosives, such as
20 the 4200 pounds of nitroglycerin compounds used in
21 the states, three listed here.

22 Five, the present toxic waste sites of
23 Fairchild upon the Rail Garrison Program.

24 Six, positive control measures to control
25 and dispose the toxic substance generated by the

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1 Rail Garrison Program in compliance with all
2 applicable EPA statutes and regulation.

3 Seven, flight testing MX Missiles by
4 firing them from Vandenberg (phonetic) to Quad
5 (phonetic), 4,000 miles distant in the Pacific
6 Ocean where the uranium reentry vehicles smash
7 upon impact distributing radioactivity into the
8 lagoon and the ocean.

9 Broken arrows, mishaps and incidents.
10 The word mishap is used quite often in this DEIS
11 and is defined as an event discussing damage to
12 railroad equipment over specified dollar amounts
13 and then is an event resulting in a death,
14 reportable injury or illness. Major incidents
15 involving nuclear warheads where there are
16 significant damage to the warhead or actual
17 detonation of the high explosive trigger are
18 called broken arrows by the Department of
19 Defense. On page 5-1 quote, the few past mishaps
20 involving nuclear weapons have imposed with as
21 grays, those that do, Peacekeeper Rail Garrison
22 mishap.

23 If the meaning of mishap is the
24 constraint throughout the draft EIS regardless of
25 the source, the inference of the last sentence is

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1 that damage, that there were no incidents, no
2 people killed. This is not the case. Many of the
3 past mishaps are involved and people were killed,
4 the nuclear airplane called by MIT faculty lists
5 broken arrows or nuclear weapons were dropped,
6 detonated where five to six safety devices failed
7 and where entire nuclear weapons burned.

8 Granted, the great care is taken in
9 handling transporting these weapons, but the harsh
10 reality is that accidents do happen. Accidents
11 that good planners were unable to anticipate,
12 accidents that kill people and damage the
13 environment. Two examples should suffice.

14 Within the past five years, two civilian
15 airliners filled with people have been shot from
16 the skies, due, perhaps, to human error. The
17 second example, parts of the Challenger lie on the
18 ocean floor perhaps due to human error or
19 fallibility is perhaps left, left to theologians.

20 MR. McSHANE: Thank you. Dorothy Riegel?

21 MR. BRIGGS: I'm Dorothy Riegel, I live at
22 North 74 Conklin Road in Veradale, I wish to speak
23 to the two areas which I believe are inadequately
24 addressed and to which I'm allowed to speak, toxic
25 waste and jobs.

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1 We need additional and precise
2 information on the amount and type of toxic waste
3 that would be brought into our area by having MX
4 Missiles based here.

5 Fairchild Air Force Base is already on
6 the list for the Super Fund for clean-up because
7 of toxic waste and we cannot subject our area or
8 any part of our earth to more contamination,
9 particularly from weapons which are not needed.

10 Although the contamination from test
11 firing into the Pacific is not directly affecting
12 their aircraft, the planet is a definite part of
13 the total picture of the MX and should be
14 addressed in this environmental impact statement.
15 Jobs which would supposedly have been generated
16 have been endorsed and political entities, however
17 the projected rate of employment must be
18 questioned.

19 We citizens need to have precise
20 information in the final statement on the
21 indicators and assumption used to generate the
22 employment figures in the draft statement. The
23 draft statement fails to consider and make
24 comparisons with jobs which would be in a like
25 amount.

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Research conducted by the employment research associates and corroborated by the U.S. Labor Department statistics shows that increase in the military budget have actually reduced employment opportunities. If those funds were available for investment in the private sector, they would create more jobs in areas where they are most needed; research in economics, investment in state and local government, non-military create more jobs than this does. We need jobs which generate life and productivity in our area and in our nation.

MR. McSHANE: Thank you. Mary Ann, I'm sorry, is that Fleece? Mary Ann, 1206 R. Avenue?

MS. FLEESER: That's me, F-L-E-E-S-E-R. Hi, I'm Annie. I know you must be getting really hot in those jackets, so just relax. I am representing Oregon Peaceworks, which is a state-wide organization and I am from the largest nuclear free zone in the contiguous U.S. Union, Walla, Baker, Grant and Harney counties in Northeast Oregon.

Citizens of Oregon have participated freely in recognizing the Trident Trains that have come through our communities, and the same rail

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lines are proposed to carry now the MX through our communities. We don't -- We would not have known about this had Physicians for Social Responsibility not sent us a notice, so thank you, PRS, once again.

I hope that the citizens of Northeast Oregon are able to network better with the citizens here in the Spokane area, we're about a five-hour drive, and so that's difficult to do, but we have a commitment to that since materials between Wyoming and Spokane come through our little rural towns.

Speaking personally, I am deeply offended by the President's choice of Peacekeeper as the name for a first strike weapon. And the notion of playing hide and seek with ICBMs is absolutely ludicrous. Environmentally, concerns have not been addressed concerning when these weapons will be used, then there's a 100 percent chance of death to all life on the planet.

The duration before use of these weapons also greatly increases our risk. What about Brian Wilson? Will these trains run over us if we pray in their path? People of conscience, communities of people of conscience will not be complicit with

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our government.

This increases risk of civil strife in our communities. The large numbers of security personnel employed in protecting weapons and speak opposite sense creates a police state. This police state is supposedly what we are objecting to in the first place. We must be very careful to protect the rights of open information to the citizenry.

I thank you very much for hearing me. I know you probably didn't have to, but it would also be nice if you could come to some rural areas along the route of the trains in the rest of the part of the country. And my recommendation is for no action. Thank you.

MR. McSHANE: Thank you. Marilynn Mueller?

MS. MUELLER: My name is Marilynn Mueller, I'm from Spokane and I'm a private citizen. First of all, the MX is a first strike weapon, and the name missile experimental, and yet to be Peacekeeper is offensive to me and many Americans.

In your presentation you said the RIA would help determine whether the Rail Garrison

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System should be deployed, and a decision of that magnitude should not be influenced by job creation, and yet you promote this having made in your opening talk by stating it will produce X number of jobs. However, it has been well documented that the same amount of money will produce many more jobs in the private sector, this should be addressed if you are addressing it as a job producer.

Also, this system will have negative affect on the poor and that should be addressed. The MX is a first strike weapon. Again, like I mentioned, therefore, it makes it a prime target. All movement of the trains, whether training, maintenance or operational, could make Spokane in a large area of the county in fact subject to massive attack. Something as dangerous as the MX should not be located anywhere near a populated area, or an agriculture area. These areas should not be made targets of first strike weapons.

Also, I feel that the Rail Garrison method would be very subject to sabotage and therefore, ineffective. My recommendation is no action.

MR. McSHANE: Thank you. Kathleen

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Donahoe?

COL. WALSH: Excuse me, sir?

MR. McSHANE: Go ahead Col. Walsh.

COL. WALSH: The National Environmental Policy Act requires that the proponent of the action look at the proposed action and alternatives that are satisfying the underlying need. In other words, in this case, the underlying need is to provide a more survivable ICBM system. So therefore, under NEPA, we would not be looking at other uses of that money, only other alternatives to satisfy the basic underlying need.

The second thing that should be identified here, is that the jobs that are created are incidental to the decision to field this system as a solution to the underlying need. We are explaining they are the jobs that are created, we are not trying to sell the system based upon the jobs created. If the system is going to be sold in congress, it's got to be sold on the basis that it will provide the deterrents that congress and the President is looking for. Thank you very much, sa'ee.

MR. McSHANE: Kathleen Donahoe?

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MR. DONAHOE: My name Kathleen Donahoe, I live at 422 East Birch in Colville, Washington which is probably on the rail lines.

Most everything that I was going to say has already been said. I do want to point out from experience living in Colville that those rail lines are probably not in any kind of shape that you're talking about in your general statistics, there's derailments continually up there.

I want to point out that I feel like it's ludicrous to discuss the environmental impact of a nuclear system without discussing that they are nuclear weapons and what that entails, but I will try to play your game at least a little bit here.

I think that the MX Missile System is another fix for a community that is addicted to nuclear weapons as much as you want to deny that the financial and jobs is a reason to have them here. I think that the City Council and the Chamber of Commerce falls for that, I don't think they really care whether we need better missiles or not, better missile systems, and I wanted to say to the folks that are saying that the -- that it's -- it's a false assumption that military spending is going to be good for the economy of

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our community or for our country. Statistics continually show that it's not.

And I would like to see addressed, perhaps as another alternative, that there be no MX Missile System and what would be the economic impact if money was invested productively instead of squandered on weapons we don't need?

A couple of comments: One, I think it would be interesting to have an environmental impact statement on the cumulative effect on nuclear weapon systems and other military impacts on our community instead of doing this incremental, like drugs, there's probably some cumulative effect on all this.

And picking up on the idea that there may be people of conscience, in fact, there will be people of conscience who, if the MX Missile System goes through, will feel called to stop it however we can. And that aside from whatever chaos that may create, it's also a financial burden to the county to whatever the -- whether it's the City of Medical Lake or Spokane, if arrests are made.

And just one last remark that I -- I don't really know what to do with it, but it strikes me sitting here all evening, that I'm facing a

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panel of men, all men, and I -- and it's nothing personal folks, but I'm just wondering, if something, if that has something to do with why our only options we're looking at are these missiles, thank you.

MR. McSHANE: Thank you, is Randy Gaylord still here? I think he left. Randy Cofer?

MR. COFER: I also live in Colville, which is about an hour and a half north of Spokane. This will be -- some of this will be reiteration, but I want to say it again.

First of all, I am somewhat resentful of the fact that 1/3 of our time as a public forum, our input has been taken up by this panel.

I would like to see discussed in the RIS, the vulnerability of track damage and derailment, I'd like you to assess the possibility of derailment using existing info currently available concerning derailments in the U.S.

I would like you to assess the disruption and expense of dealing with activists, people of conscience who will be occupying the tracks. You should have no doubt that the tracks will be occupied in all of the locations that these Garrisons are deployed.

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1 And I'd like you to share with us who is
2 going to incur the expenses, is it going to be
3 local, is it going to be federal? Exactly how
4 many weapons do we need for deterrents? And those
5 are your words, not mine.

83

6 I'd like you to assess the impact of
7 missile propellant explosions in rural areas as
8 well as urban areas, the Spokane City Council
9 apparently feels explosions in rural areas are
10 acceptable, the council suggested that routing
11 trains carrying MX through rural areas around
12 Spokane, not through Spokane.

84

13 I'd like you to determine the probability
14 of an unfortunate action or unfortunate accident,
15 those are Reagan's words, between appropriately
16 armed security personnel, those are your words,
17 and civilians using data currently being obtained
18 from the recent unfortunate accident between a
19 U.S. warship -- a U.S. warship and commercial
20 Iranian airliner.

85

21 In summary, I feel that these yearnings
22 are purely token because you don't consider within
23 the scope of the hearings in the RIS such topics
24 as wartime effects of the explosion of MX, impact
25 on area control and negotiations, psychological

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1 impact and morality.

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2 In closing, I ask for the no action
3 alternative.

4 MR. McSHANE: Thank you. John Vose?

5 MR. VOSE: Thank you. My name is John
6 Vose, my address west 9713 Sunset Highway, which
7 is within five miles of this proposed Rail
8 Garrison.

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9 First of all I'd like to come out and
10 say yes, I do support it, but I'd also, since I'm
11 probably one of the minorities here, I'd like to
12 add a few figures that can be verified.

13 There's an awful lot of support in this
14 county, in this community and this area of the
15 Fairchild Air Force Base, its members and what
16 they have given to us, not just economically but
17 in terms of what they do on a daily basis.

18 For example, this past May we had an
19 aerospace day, from your booklet, the 1985 census
20 population in Spokane was 364,000 people; on May
21 20th, approximately 100,000 people attended
22 aerospace day here at Fairchild Air Force Base.

23 Also, as part of that Lilac Festival, we
24 have an armed forces Lilac torchlight parade, one
25 of the few remaining armed forces parades

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1 remaining in the United States. We had somewhere,
2 in the street alone, 150 to 200,000 people
3 watching that parade, and then on television
4 supposedly the number's about twice that. Now
5 those figures can be verified by looking at back
6 issues of the local newspapers.

7 In addition, we have an all-city civic
8 luncheon where 600 people attend downtown during
9 this lilac festival to honor our military members
10 and what they do for our community. There's an
11 awful lot of support around here.

12 Well, why do we have that support? Let
13 us tell a little bit about the folks; we had a
14 young airman that risked his life to save another,
15 that doesn't happen too often. He didn't want
16 publicity, just risked his life so another could
17 survive.

18 In addition, we have airman out here that
19 give their time, give of their dollars to the Red
20 Cross, to Muscular Dystrophy, to all the volunteer
21 agencies. This community would be far less if we
22 didn't have those folks here. Enough about the
23 good feeling that we have here.

24 Just one final point I'd like to ask, and
25 if you wouldn't mind commenting, Col. Walsh, is on

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1 the 26 1/2 acres of displaced wetland. Now many
2 of those acres will be displaced by the relocation
3 of the survival school since the survival school
4 is going to be relocated anyways, I think that
5 should be taken into account in the draft RIS.

6 Again, thank you very much, myself and my
7 family support this, and I think that a lot of
8 other people who are not here tonight would
9 support it also, thank you.

10 MR. McSHANE: Thank you. Col. Walsh, do
11 you know the answer to the question?

12 COL. WALSH: I do not have the answer
13 specifically to that question, sir, so I will
14 answer that later.

15 MR. McSHANE: Tom Lande? I-A-N-D-E? He
16 left? George Waldruff?

17 SPECTATOR: He left also.

18 MR. McSHANE: James Reinhold?

19 MR. REINHOLD: Thank you very much. I am
20 here representing -- my name's James Reinhold I'm
21 an administrator for the City of Cheney, I'm
22 representing Al Ogden (phonetic), who is the mayor
23 of Cheney and also the chairman of the West Plains
24 Coalition of Cities, whose members include Medical
25 Lake, Airway Heights, Spokane and Cheney with

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ex-official membership of Spokane County and Fairchild Air Force Base.

At the August 3rd meeting, which was yesterday, the members of that coalition unanimously voted to send a letter to this group in support of the Rail Garrison. And if I say, I'd like to read that into the record.

August 4, 1988. To whom it may concern. The Westplains Association of Cities wishes to go on record as supporting the results of the Rail Garrison environmental impact study. It is our belief that the report is environmentally and economically balanced, reflecting the fair and accurate report of all the facts.

Sincerely, Al Ogden, Mayor, City of Cheney, chairman of Westplains Coalition.

Thank you.

MR. McSHANE: Thank you. Steven Blakely?

MR. BLAKELY: My name is Steven Blakely. I live at 320 North Broad, Medical Lake.

I was a graduate of the first class for nineteen three missiles in 1974. I have touched the bomb --

MR. McSHANE: Thank you. Friar Peter Kirwin?

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FRIAR KIRWIN: My name is Peter Kirwin, Room 321 Eva in Spokane. The SIS is not complete by the very nature it doesn't even follow the definition that you defined in Webster: environment, that being that all the conditions, circumstances and influences surrounding and affecting the development of an organism or group of organisms. And so there are several very important components that have been left out, that I don't believe ask.

Also, our job to inform the politicians, because from what I've seen of the collaborative efforts between the armed forces and the politicians, there seems to be a bit lacking there, also. I'm also personally offended that we look at peacekeeping as a deterrent when it really comes down to a show of force, people keep peace, missiles don't do anything but intimidate. And when you set up an atmosphere that is not conducive to peacekeeping, or peacekeeping, then what do you set up and who is to be responsible for that?

It would be far more truthful as we pledge truth and justice in the pledge to say these are not peacekeeping Rail Garrisons, but

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bombs on trains, thank you.

MR. McSHANE: Thank you. Louise Moran?

W.P. MORAN: I didn't check that I wanted to make a statement.

MR. McSHANE: I'm sorry, that's correct W.P. Moran?

W.P. MORAN: My name's W.P. Moran, I live in Spokane, Washington, I'm retired. I want to go on record as saying I'm against Peacekeeper Rail Garrison because I don't think -- it's not vulnerable, if it's a vulnerable thing.

I think the money's being spent on it is a waste, there is so much that could be done with 15 to 20 million dollars, but that isn't what we're here to talk about, the morale or anything like that, we're here about the environmental part of it.

Somebody mentioned Spokane, this aquifer, we are a number one target, we were a number one target when you came to Spokane, when you became the strategic air command.

Okay, Spokane depends on that aquifer, Spokane also has an air quality control that has never been able to meet its standards. Yet, we set in a howl power emission tests that we've

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conducted for a couple years, we still don't meet our emissions tests.

Okay, you say that these -- that the ballistic missiles are deadly accurate, so are the Russians, are they not? So, what could just one do to us? So isn't it better to just talk peace, and this -- it's morally impossible to consider nuclear weapons, it's just -- it isn't, but that is not the issue, is it? It's the environmental, and you people are doing your job, it's your turn to do what you're told to do.

I'm also at the habitat wetlands, they're constantly being drained in the country, ecology is slowly going down here, we are ruining our own environment by our waste, products that we have produced and nuclear weapons. Sometimes I think the nuclear industry has been a terrible thing in the first place, because it's caused so much waste that we don't even know where to put it and we're ruining our own earth.

So I just want to go on record as that I'm against the MX Missiles in Spokane, thank you.

MR. McSHANE: Thank you. Phil Brielawn? Phil Brielawn? Donald Rothdurft?

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1 MR. NOTHURFT: I'm Donald Notthurft. I
2 live in Spokane, North 1823 Calliswell. I represent
3 myself with my wife's permission here.

4 I would like to make mine in the form of
5 a request really. I am like many others deeply
6 concerned about the environmental impact upon
7 fields, the wetlands, and all that dwells there
8 with the possible exception of the mosquitoes, but
9 I'm most concerned about the inhabitants that are
10 human.

11 The installation of the MX Missiles here
12 on these railroads make us a first strike target
13 as many have already reminded us. So, in a sense,
14 the enemy holds us in hostage with their missiles
15 saying don't you dare use yours or we've got 'ya.
16 I don't like being held hostage.

17 I'd like a good psychological study of
18 just what that does to us and our children who
19 must live in this demonic bull's eye if we put
20 this -- if we house this kind of missile in our
21 midst.

22 What happens to our children
23 psychologically when they live with the constant
24 knowledge that their destruction, their death is,
25 at best, only minutes away and in the hands of

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1 other people over whom they have no control and to
2 whom they -- with whom they have no
3 communication?

4 I'd like a real study and a statement of
5 that kind of psychological impact. I would also
6 like a study on the spiritual impact of what it
7 does to us who hold others in hostage with these
8 missiles that we own, saying to them, don't use
9 yours or you had it from us. I don't like being a
10 hostage and I don't like being a hostage holder.

11 I think the question boils down to one
12 where we've got to consider the question of what
13 kind of people we are and what kind of people do
14 we want to become.

15 So I would suggest that to avoid
16 prejudicial evaluation, a study of these
17 psychological and spiritual concerns that affect
18 our human lives be contracted to some non-military
19 agency, some agency that has expertise in the area
20 of psychological and spiritual studies and can
21 make an unprejudiced report on the psychological,
22 the spiritual, the very humane effect these
23 missiles will have upon our community. Thank
24 you.

25 MR. McSHANE: Thank you. David Carroll?

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1 MR. CARROLL: I'm David Carroll, Spokane,
2 Washington. I speak as a private individual.

3 I can see by your ribbons that you have
4 fought wars and none of you wouldn't want to go to
5 war again. I do thank you for what you have done
6 to aid in our security in the prevention of a
7 nuclear war, but I think you really are on the
8 wrong track with regard to this Rail Garrison
9 Program.

10 I think that program is about as well
11 thought out as the Susan B. Anthony dollar was.
12 Evidence on the Soviets that you talked about, a
13 lot of that comes from satellites and a lot of our
14 security is based on early warning satellites.
15 I'd like to see money spent on that rather than
16 this system which does not enhance our security.

17 I have five questions and I'll expand on
18 some of them as time allows. Are you going to
19 address the potential for rail accidents and the
20 likelihood if that potential will increase during
21 times of national emergency or national need?
22 There'll be increased auto traffic. Everyone will
23 be nervous, including train crews, not unlike that
24 experienced by our servicemen in the Persian
25 Gulf.

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1 Two, are you going to clarify the terms
2 plutonium dust and are you going to detail the
3 procedures used for decontamination and clean-up
4 of plutonium contamination?

5 Three, are you going to survey rail
6 routes for natural occurring alpha emitters,
7 stupas (phonetic) and uranium?

8 Four, why does Tetra Tech have a major
9 contract for the draft RIS and are they going to
10 do the final RIS?

11 And five, will civilian pilots or trained
12 crewmen be drug tested and randomly like military
13 personnel are?

14 In sections 5-1 and 5-41, it's stated
15 that radioactive material dispersal is so unlikely
16 as considered the negligible risk and that produce
17 -- or skin results in contamination and does not
18 result in biological harm. I believe that is
19 wrong. I think it should read it will most likely
20 result in plutonium being inhaled and ingested if
21 you're contaminated.

22 I've worked in plutonium laboratories
23 before where just a few milligrams of plutonium
24 dust, dioxide dust were put in a corner of an
25 auditorium, within an hour, we could detect it

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1 over in this deal which was sealed and had a
2 negative pressure.

3 As for outside, it's a horrendous problem
4 and could contaminate large areas that could make
5 the city like Spokane unlivable. With regard to
6 the surveillance for alpha emitters, this area
7 around Spokane has a uranium mine and it has
8 thorium deposits, so if you had an accident on the
9 railroad train and plutonium was released,
10 standard alpha detectors detect alpha particles,
11 they can't tell an alpha particle from plutonium
12 from an alpha or from uranium or thorium.

13 If you look at the energies in the
14 laboratories, you can detect which is which, but
15 it would be very difficult in the clean-up if an
16 accident occurred anywhere where there's naturally
17 occurring radio isotopes. I think the term
18 clean-up means glosses over a very serious
19 problem.

20 I started thinking about Tetra Tech
21 because I was looking in the glossary, I notice we
22 had paid for a definition of quote, unsuccessful
23 job seekers. I mean really, did that take an
24 economist and an English literature major to come
25 up with the unsuccessful job seeker?

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1 I'd like those two gentlemen, Mr. Hickman
2 and Dr. Krewer to comment on that, and I'd also
3 like Reichtel or TWM do the work, very
4 technological companies with a lot of scientists.
5 I noticed that chief scientist for Tetra Tech,
6 Carl Schwartz (phonetic), he got his Doctorate of
7 Science from University of Paris in economics 35
8 years ago. Not much of a scientist.

9 MR. McSHANE: Do you have questions?

10 MR. CARROLL: I gave them -- is my time
11 up?

12 MR. McSHANE: Did you want answers to
13 those questions tonight?

14 MR. CARROLL: Yes.

15 COL. WALSH: I will attempt to answer your
16 questions to the best of my ability tonight and
17 where I cannot, I will make a further record at a
18 later date.

19 First of all, with the statistics for the
20 potential of a higher rail accidents due to
21 inadvertent crises, we do not have statistics for
22 specific statistics to pull back on, use
23 reliably.

24 The last time we had that situation
25 occur, in the 1962 crises, poor materials,

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1 etcetera, and I think it would be incorrect for us
2 to use statistics of what happened at that time as
3 a projection now since the rail system is under-
4 going dramatic changes, both good and bad, in the
5 intervening years, so I think those you would have
6 a good point and we may suggest that as we have
7 taken some credit, not statistically but
8 qualitatively, for some of the improvements to the
9 statistical record that might be our way of
10 operating.

11 We also might make some qualitative
12 remarks that it also could be adversely acted by
13 the increase rail traffic volume, but we do not
14 have any real statistics that we could use as a
15 substitute.

16 With respect to your comment on the dust,
17 plutonium dust, we would have to note that and do
18 further study, to further study, but that is good
19 and we will consider.

20 As far as why Tetra Tech was suggested,
21 three years ago, we had a national competition for
22 an environmental contractor, and we established
23 criteria for evaluating proposals by various
24 national companies. And as a matter of fact,
25 companies like Reichtel were competing for this

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1 contract, we evaluated their capabilities, their
2 proposal, and it was our opinion based upon our
3 criteria that Tetra Tech best satisfied our
4 needs.

5 I should point out however, that we did
6 in this analysis, use agencies other than Tetra
7 Tech for the highly technical aspects that you are
8 focusing on and using a scientist for both large
9 laboratory as well as the Sandia National
10 Laboratory available to us in those areas
11 particularly relating to the nuclear warhead.

12 And with respect to the pilots, at this
13 particular time, we have no authority to enforce a
14 drug testing of those pilots. We can -- The Air
15 Force only has authority over the Air Force
16 personnel so, and we may negotiate. This is being
17 subject to negotiations with the unions, etcetera,
18 so I cannot make any commitment at this time. But
19 we may arrange to have such testing.

20 But, I should point out that to you that
21 the pilot who is familiar with the road will be
22 there as an advisor to the Air Force driver, he
23 will not, in fact, be driving the train, he will
24 be familiar with the idiosyncrasies of that
25 particular section of track and be there to act as

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1 an advisor to the Air Force but not to control the
2 throttle. Thank you very much, sir.

3 MR. McRRANK: We will conclude the
4 proceedings at this time, please remember that you
5 have until 31 August to submit written materials
6 to be included in the transcript of this hearing.

7 Please be assured that Air Force decision
8 makers will carefully consider each viewpoint
9 raised here tonight when deciding the ultimate
10 action in in proposal. Thank you. This public
11 hearing is adjourned at 10 p.m.

12 (Whereupon proceedings were concluded)

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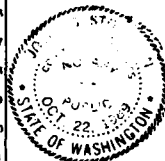
4 I, Joyce G. Stockman, a notary public in
5 and for the State of Washington;

6 Do hereby certify:

7 That the foregoing is a true and correct
8 transcription of my shorthand notes as taken of
9 the public hearing, on the date and at the time
10 and place as shown on page one hereto;

11 Witness my hand and seal this 28th day of
12 August, 1988.

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Joyce G. Stockman RPR
Notary Public in and for the State
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PUBLIC HEARING PRESENTATION

PEACEKEEPER RAIL GARRISON PROGRAM

TRANSCRIPT OF PUBLIC HEARING

Colonel Michael B. McShane, Hearing Officer, Presiding

Civic Auditorium
Grand Forks, North Dakota
August 8, 1988
7:00 p.m.

ORIGINAL

public statement or if we run out of time before you have an opportunity to speak or if you have additional comments that you can't get in during your three minutes, you may turn in your written comments after this meeting or send them to the address provided in the handout.

I recognize that some people may wish to make statements on defense policy, nuclear weapons, and arms control, and fiscal policy at this meeting. However, such comments are best directed to your congressmen and senators. Please limit your comments tonight to environmental issues. Please refrain from public demonstration either for or against statements made since this merely subtrants from the time available for others to make statements or ask questions. Remember that each person should be given a respectful hearing even if his or her views differ from your own.

Let's take a ten minute recess. If you could be back here about four or five minutes after eight we will get started.

(A recess was taken at this time)

COLONEL McSHANE: I would like Colonel Walsh to introduce the other members of the panel. Colonel Walsh.

COLONEL WALSH: On my immediate right is Major Vanness. He is a lawyer for the Air Force working as the Air Force Regional Civil Engineer. And he will respond to

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questions on safety and legal matters.

On my far right is Colonel Branch. He comes from Headquarters Strategic Air Command. And he will respond to questions on the operation concepts.

On my immediate left is Mr. Hickman. He works for Tetra Tech Corporation. This company was hired by the Air Force to prepare the EIS. Mr. Hickman will respond to questions dealing with the affects on the human resources.

And on my far left is Dr. Kramer. He also works for Tetra Tech Corporation. And he will respond to questions on the physical resources. Thank you.

COLONEL McSHANE: Thank you Colonel Walsh. We now turn to the question and answer period of the Public Hearing. This time was set aside to allow you to ask questions about the content of the briefing and the Draft and Environmental Impact Statement and to make statements about the proposal. As indicated before we are going to start out with those who re elected officials. We will start with a Ray Holmberg please, a State Senator.

MR. HOLMBERG: Thank you very much. I support the location of the Peacekeeper Rail System in Grand Forks. I have to commend the Air Force for having this Hearing. I am not personally convinced that the sequence is perfect putting communities sometimes through a wringing through a wringer kind of situation which can polarize the comments without any

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assurance that the system itself will be built anywhere. So that is not my idea of how the government should conduct it's business, but that is the system you are operating under. And I know it is not the system you particularly set up.

There are many who are framing the debate over this question on the value of the system itself. And I applaud them and yes they should question that system. But as was mentioned earlier their comments and concern should be addressed to the members of Congress and the President of the United States.

The real issue here is not whether there should be a MX Rail System, but if there is one where should it be located. On the basis of the cost which is of course as we all understand taxpayers money, the Grand Forks site is one of the least expensive sites for the location of this particular project. Also the Grand Forks site as was already mentioned tonight some of the least significant impacts to the local community. If built the question is, if built should the construction jobs and economic activity be at Grand Forks or should these jobs, et cetera, go to Fairchild, Minot, Little Rock, or other places. I personally support the Grand Forks site. And we hope that that measure will get through. Thank you very much.

COLONEL McSHANE: Next call on Grant Shaft, State Representative.

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1 It looks like we are going to spend a lot of time
2 with folks traversing back and forth, so as I call one
3 speaker I will also call the next name. And there is a seat
4 right next to the podium, so you can come up as the other
5 speaker talks.

6 That would be Tom Kuchera. Just come on up and
7 have a seat next to the podium while this speaker speaks.

8 MR. SHAFI: Thank you, Colonel. For the Record my
9 name is Grant Shafi. I am a member of the North Dakota House
10 of Representatives. I represent Districts 17, 18, located in
11 Grand Forks. My District represents the eastern portions of
12 the City of Grand Forks, the largest residential district in
13 the city, and also includes the downtown business district of
14 the City of Grand Forks, and the Grand Forks Air Force Base.
15 I am also a business person in the City of Grand Forks in the
16 capacity of an attorney. And I am a lifelong resident of
17 Grand Forks and plan on residing in the City of Grand Forks
18 and raising my family here.

19 Briefly I would like to state my whole-hearted
20 support for establishing the Peacekeeper Rail Garrison
21 Program in the City of Grand Forks. Thank you.

22 COLONEL MCSHANE: Tom Kuchera. Next speaker will
23 be James Richter.

24 MR. KUCHERA: I am Tom Kuchera. I represent part
25 of Grand Forks and the North Dakota House of Representatives.

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1 I am not an expert on the Peacekeeper. I am a long-time
2 advocate of the rail base concept of employment. In terms of
3 the environmental impact I reviewed some of the documents and
4 I am satisfied that the conclusions showing the EIS that the
5 negative impacts of the installation of the garrison system
6 here would be negligible if minimum. I am not sure that I
7 agree that the positive or beneficial impacts are as small as
8 the study indicates. I believe they might be considerably
9 greater than the study indicates. On a broader basis I think
10 that one of the major concerns of any environmental study is
11 safety. And I am concerned in the past we have sometimes
12 have waited too long to develop a system new weapon system
13 before the old ones or the existing ones become obsolescent
14 or obsolete. And I am pleased that there is this opportunity
15 to urge that the EIS be accepted and valid. That the
16 beneficial and positive aspect be emphasized or given greater
17 significance. And I hope we will see the Peacekeeper Rail
18 Base Garrison System installed here at Grand Forks Air
19 Force Base.

20 COLONEL MCSHANE: James Richter. Followed by James
21 Earl.

22 MR. RICHTER: Thank you, Colonel. My name is James
23 Richter. I am a resident of East Grand Forks, Minnesota. I
24 am here tonight representing the Polk County Board of
25 Commissioners. And I have a resolution of support. And I

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1 will read that. "WHEREAS the Peacekeeper Rail Garrison
2 System will support rural peace and WHEREAS the Grand Forks
3 Air Force Base has and will propose Peacekeeper Rail Garrison
4 Systems will have a strong positive effect on the economy of
5 North West Minnesota and Eastern North Dakota, therefore be
6 it resolved by the Board of Commissioners of Polk County that
7 the Board supports this establishment and operation of the
8 Peacekeeper Rail Garrison System at the Grand Forks Air Force
9 Base." This was a product of their August 2 meeting. Thank
10 you.

11 COLONEL MCSHANE: James Earl. Next speaker will be
12 Michael Polovits.

13 MR. EARL: I am James Earl, chairman of the Grand
14 Forks County Commissioners. The Grand Forks County
15 Commissioners support the location of the Peacekeeper at the
16 Grand Forks Base. And I have a long deal here, but won't
17 take up the time to read it. I will pass it on.

18 COLONEL MCSHANE: Michael Polovits. Next person
19 will be Ken Moulds.

20 MR. POLOVITS: For the Record I am Michael
21 Polovits, the Mayor of the City of Grand Forks. And on
22 behalf of the City Council and the Mayor's Office I would
23 like to say that if Rail Garrison is to be we support it's
24 location at Grand Forks Air Force Base. Thank you.

25 COLONEL MCSHANE: After Ken Moulds will be Ray

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DOCUMENT 505

1 Trosen.

2 MR. MOULDS: I am Ken Moulds, Mayor of the City of
3 East Grand Forks. I too have a resolution that was passed by
4 our Council. And in part it says "Be it resolved that the
5 East Grand Forks City Council goes on Record in support of
6 the Grand Forks Air Force Base being chosen as the site to
7 have the proposed Peacekeeper Rail Garrison System."

8 COLONEL MCSHANE: After Ray Trosen will be Richard
9 Christensen.

10 MR. TROSEN: Thank you, Colonel. My name is Ray
11 Trosen. And I live at 721 Booth, Larimore, North Dakota.
12 Which is about 12 miles west of the Air Force Base. And I am
13 the Mayor of the City of Larimore. And we retired of the
14 resolution. "Now therefore it is hereby resolved that the
15 City Council hereby supports the implementation of the
16 Peacekeeper Rail Garrison Defense System at the Grand Forks
17 Air Force Base, North Dakota, and recognizes the attendant
18 responsibilities of the surrounding communities to the
19 logistics, operation, and increased labor force in support
20 thereof."

21 This was approved by the City Council and the Mayor
22 of the City of Larimore, North Dakota on the first day of
23 August, 1988. Ray Trosen, Mayor. (Refer to Report #1)

24 COLONEL MCSHANE: After Richard Christensen will be
25 Frank Coe.

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1 MR. CHRISTENSEN: Colonel McShane, my name is
2 Richard Christensen. I am the Mayor of Emerado, North
3 Dakota. First of all I would like to say I support the MX
4 Missile Program. However, I am also here to voice my
5 concerns about the liquid fuel used in the four stages of the
6 MX missile. The Rail Garrison complex will be located on the
7 southwest portion of the base. That location in a prevailing
8 wind will blow northwest to southeast would put the City of
9 Emerado in a hazardous location in the event of a liquid fuel
10 fire. A fire of this nature would create hydrogen-chloride
11 and hydrogen-oxide which would drift over to Emerado.

12 According to estimates 50% of the residents could die and I
13 am sure the rest of the people would be harmed in some way.

14 My questions are, how many accidents have occurred
15 in the last years, five years, 15 years, concerning missiles
16 in DOD that use these fuels? Also, what can be done to
17 contain such a fire? And what is the effect of the toxic
18 fumes generated by the fire? Thank you.

19 COLONEL McSHANE: Colonel Walsh, can you answer
20 those questions tonight?

21 COLONEL WALSH: Major VanNess will answer that
22 question.

23 MAJOR VANNESS: Sir, I am not aware of any
24 accidents involving the kinds of liquid fuel that are
25 involved in the four stage of the Peacekeeper Missiles. With

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1 regard to the affects -- that is not to say we didn't analyze
2 them in our document. We assumed the worst approach to this.
3 And if you look at chapter 5 of the document it details in
4 that chapter the consequences of accidents involving either
5 the two liquid components and both separately and in
6 combination in the consequences of a fire and predict the
7 affect or the consistence of the cloud and the extent to
8 which that cloud would drift down-wind. So I might refer you
9 to chapter 5 rather than go through the lengthy detail you
10 will find in there. If you find it is not satisfactory upon
11 having completed a reading of that, just drop us a line and
12 we will take that into consideration as we prepare the final
13 EIS.

14 MR. CHRISTENSEN: Could you tell me what the
15 effects of the hydrogen-chloride and hydrogen-oxide have on
16 the human body? Do you have that information?

17 COLONEL WALSH: We don't have that on hand. We
18 will provide that in the Record.

19 COLONEL McSHANE: Next is Frank Coe. And he will
20 be followed by George Wogaman.

21 MR. COE: I would like to thank you for letting me
22 speak. My name is Frank Coe and I am on the Grand Forks City
23 Council. I find it very easy to support Rail Garrison in
24 Grand Forks. I have grown up in the community and the more I
25 get involved with our business community, our Air Force Base,

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1 our city government becomes more clear to me how important
2 the Air Force Base is to our community in many regards.

3 First, certainly as I think back and reflect on
4 where our community is and where it might otherwise be
5 without our Air Force Base, I feel it is very important the
6 contributions they have made. I envision our city without
7 our Air Force Base or our University for that matter. And
8 when I envision it with all due respect I envision a draft
9 or again with respect to East Grand Forks. And in
10 appreciation of the value that we derive from the Air Force
11 Base I find it very easy to stand here supporting it.

12 Also my experience with the Air Force Base has been
13 superb. I am involved with Kiwanis. And I know that on
14 many occasions we sponsor a project called Camp Sioux. And
15 time after time we have had personnel from the Air Force Base
16 willing to come and support us and pitch up tents and help
17 the community. They are involved in the Fourth of July event
18 which the whole community gets involved with. We sponsor
19 Friends and Neighbors in which we have a chance to bond
20 between the Air Force Base. They are involved in many other
21 things. We have had crisis such as floods. And we very much
22 appreciated the support that the Air Force Base has given us
23 here.

24 And I think most importantly I support Rail
25 Garrison being located here because of what the Air Force

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1 Base does for us. I very much recognize there are costs we
2 must pay to keep our freedom. And I am very willing to
3 support the project based on the job that they do. I am
4 proud of the job that they do. And I appreciate their
5 willingness to help keep us free as a nation. Thank you.

6 COLONEL McSHANE: George Wogaman. Followed by
7 David Beach.

8 MR. WOGAMAN: I am George Wogaman. I am a member
9 of the East Grand Forks City Council. I just wanted to say
10 that we did pass a unanimous resolution in support of the
11 project. Thank you. (Refer to Report #2)

12 COLONEL McSHANE: David Beach. Followed by Tom
13 Hagness.

14 MR. BEACH: Good evening. My name is Dave Beach.
15 And I am a member of the Grand Forks City Council. I
16 appreciate the opportunity to appear before you. I hope, and
17 I sincerely hope that Rail Garrison is a sound military
18 concept. And I don't know that. And I am afraid that I will
19 have to trust in you gentlemen that are sitting at this
20 table.

21 The question before us of course is a matter of
22 location that has already been pointed out. And I guess I
23 really don't have any environmental questions to ask. I
24 understand that this concept has been approved already by our
25 Republican President and our Democratic Congress. The Grand

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1 Forks City Council has already voted by a majority to support
2 this concept. And if Grand Forks Air Force Base is selected
3 as a site for Rail Garrison we as a city government I feel
4 confident will support and cooperate with the Air Force here
5 in the implementations of this program.

6 The Air Force has been a very good neighbor in
7 Grand Forks over the years. My colleague, Mr. Coe, has
8 already pointed this out. And I won't repeat his words.
9 Lastly, I do appreciate the fact we live in a country where
10 everyone can speak up as we are tonight. And that there is
11 the right to dissent. And although this is perhaps somewhat
12 of a political statement, it is I believe to defend that
13 right to stand up and dissent that I join in supporting this
14 program which helps to preserve that right. Thank you.

15 COLONEL McSHANE: Colonel Walsh?

16 COLONEL WALSH: Sir, I need to make a correction on
17 a statement please.

18 COLONEL McSHANE: Go ahead.

19 COLONEL WALSH: Sir, I would like to state that the
20 Congress and President have not approved this system at this
21 time. Right now the Congress has approved \$350 million for
22 the program to continue research and development and directed
23 that the Air Force prepare the EIS so that if a decision was
24 made to proceed with the program we could deploy a system in
25 the early 1990's. And what Congress has done this year has

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1 been to continue to fund both the small ICBM Program at 250
2 million and the Peacekeeper Program at 250 million. And set
3 aside an additional \$250 million. They intend in conjunction
4 with the new administration to make a decision on which
5 system to proceed with by next March. And at that time then
6 whatever is the right program either Peacekeeper, ICBM, both
7 or none. We will get that \$250 million as defense.

8 But a decision has not been made at this time. The
9 target as set by Congress is March of next year. Thank you
10 very much, sir.

11 COLONEL McSHANE: Tom Hagness.

12 MR. HAGNESS: Thank you, Colonel McShane.

13 Gentlemen, I am a 14 year veteran with the Grand Forks City
14 Council. I have lived in Grand Forks along with my family.
15 We haven't lived anywhere else. We haven't chosen to live
16 anywhere else. This is a great city to bring up your family
17 in. And I appreciate the opportunity to have the opportunity
18 to talk you about Peacekeeper Rail Garrison, because I think
19 it will bring a lot more to Grand Forks than we have right
20 now to offer future young people of our town for jobs and
21 peace in the United States. And it is such an important
22 project that I appreciate the time that it takes for you
23 gentlemen to research this and to offer us the information
24 that you have here tonight. And we haven't seen in the 14
25 years I have been on the City Council a representation such

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1 as this in our city auditorium to represent the views of a
2 project such as this. It has been done very professionally.
3 And I hope we learn from your experience and we can conduct
4 meetings such as this in the future so all citizens can be
5 heard. And this is a bi-partisan type of crowd as you have
6 seen. There is Democrats and Republicans here. And there is
7 non-political people here. And I am sure you will hear from
8 all of them. And so far we have heard the support of Rail
9 Garrison. And I believe that the future of Grand Forks is in
10 your hands. And we thank you for the opportunity to speak.

11 COLONEL McSHANE: Now the next 118 or so cards have
12 been thoroughly shuffled. And I am just going to call them
13 starting at the top of the stack.

14 I have Richard Montano first. Followed by Steve
15 Finney.

16 MR. MONTANO: My name is Richard Montano. I am a
17 student at UND. And I am adamantly opposed to the MX
18 missile. I would like to defer my testimony to Dr. Scott
19 Stradley.

20 COLONEL McSHANE: Okay. If any other folks are
21 going to defer testimony just stand up and holler from the
22 back. And it would save the transition time.

23 Would you go ahead and state your name and please
24 spell it for the Record.

25 DR. STRADLEY: My name is Scott Stradley. Last

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1 name is S-T-R-A-D-L-E-Y. And I am a resident of Grand Forks
2 County. I want to point out to the community there are some
3 issues in the Environmental Impact Statement that have not
4 received much public discussion. The first issue is that the
5 jobs are not permanent. The program expected life-time is 20
6 years. At the end of 20 years the project could be abandoned
7 or I suppose it could be renewed.

8 Also, in the Environmental Impact there is an
9 impact on the housing market that is worth discussing.
10 Studies argue there will be no shortage in the general
11 housing market. And of course this prediction is based on a
12 number of assumptions. Assumptions concerning population
13 growth in Grand Forks County. Should there be any success in
14 private sector economic development and should the University
15 enrollment continue to swell as they have swelled in the
16 past, this prediction may in fact not be true. And we might
17 see a shortage in the housing market. And we might see
18 raising rents.

19 I should also note that the Environmental Impact
20 Statement noticed that the sub-standard housing market in
21 Grand Forks may be impacted significantly. It mentions the
22 fact that low wages of airmen may force them into the sub-
23 standard part of the housing market proposal raising rents
24 there as well. The Environmental Impact Statement also notes
25 that the unemployment rate will be higher in Grand Forks

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1 County after the project stable phase begins in 1993. This
2 is due to the fact that about 1.1 dependents will come in
3 with each job. This will increase labor supply in the county
4 and raise the unemployment rate again for the duration of the
5 program, 1993, '93 and on.

6 There is also the potential hidden cost should this
7 program be in any way modified or eliminated during its
8 lifetime or should this, the implementation of this program
9 at this Air Force Base lead to the reduction of any other
10 activities at the Air Force Base. That the costs of this are
11 not really dealt with by this Environmental Impact Statement.
12 But should be duly noted by the community. We might be left
13 with a housing, we may be left with teachers, and public
14 employees, and no means of supporting them except from the
15 existing population bases. Thank you.

16 COLONEL McSHANE: Thank you. Steven Finney. Next
17 up will be Dale West.

18 MR. FINNEY: My name is Steve Finney. I am a
19 resident of Grand Forks. And I live and work in greater
20 Grand Forks. I have never been active in either the military
21 or the peace movement. But because I work in retail and I
22 deal on a day-to-day basis with people from the Grand Forks
23 Air Force Base, I recognize the huge contribution the Grand
24 Forks Air Force Base makes to our economy. I also deal with
25 people from the so-called peace community. And my impression

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1 of them is almost all of these people are just regular people
2 like you and me trying to do their jobs and make a living
3 while at the same time maintaining some measure of dignity
4 and self-respect in their jobs and meaning to their lives.

5 Also because I am a business person I can't help
6 thinking that to a non-business person listening to the
7 statements of local business representatives only logical
8 conclusion is that business people are only interested
9 bringing more jobs to town whatever the cost. And I am here
10 to tell you that that isn't the case. And although we
11 business people care intensely about the local economy, we
12 care about more than just that. And we won't compromise the
13 safety and integrity of our community for any number of new
14 jobs. There are business people who think for themselves and
15 support wholeheartedly economic development. But we do not
16 support the MX Rail Garrison Plan. Not because they are soft
17 on defense, but because the cost is too great. Because it is
18 an idea that is strategically and morally bankrupt. The
19 Department of Defense insults us by thinking all it has to do
20 is dangle some new jobs in front of the community and
21 business people will flock unquestionably to their aid.
22 Strategically this MX plan offers no more deterrents than is
23 already provided by the US submarine, which are even less
24 vulnerable to attacks than the proposed plan, and missiles
25 and their trains, and which carry enough nuclear fire-power

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1 to destroy every large and medium size city in the Soviet
2 Union.

3 Why are we considering this plan. The answer to
4 this also has to do with business. Defense industries like
5 all other industries must introduce and sell new products to
6 survive. And after a period of record profits the influence
7 they yield on our politicians, all of whom have local
8 economics like ours to think about is enormous. That is why
9 this plan subtracts rather than adds to our safety as being
10 promoted now. To those business people here tonight who
11 support this plan I ask only this, have you considered the
12 possibility that this plan may be a waste of money that can
13 be used on a more direct and sensible and human kind of
14 economic development. That it doesn't make anyone safer.
15 How much time have you spent thinking about the implications
16 other than those on the local economy. If you have done this
17 and as a result of these considerations you support this plan
18 I respect you. Sincerely I do. And I thank you for coming
19 here tonight and getting involved. Even though I disagree.
20 If you came here only because somebody called you or because
21 you hate or fear the so-called Peace MX you owe it to
22 yourself and your families and your community to question
23 this program and to talk to some of the peaceworkers. You
24 may find they are more reason and open-minded and think more
25 like you than some of the authorities that are telling you

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1 what a good idea this plan is. Our safety is a part of our
2 environment, perhaps the most important part. Thank you.

3 MR. WEST: My name is Dale West. I am from 90s
4 Sunset Drive, Grand Forks. And I represent Nodak Rural
5 Electric headquartered here in Grand Forks. We serve 11,000
6 customers with electricity in seven counties. Our board of
7 directors made up of individuals elected by our members
8 throughout this seven county area have passed the following
9 resolutions: "WHEREAS the United States Congress in the 1986
10 Department of Defense Authorization Act request that the
11 President propose a more survivable basing mode for 50
12 Peacekeeper Missiles and that deployment in Minute Man Silos,
13 and WHEREAS the Rail Garrison Basing Mode for the deployment
14 of Peacekeeper Missiles has been developed to comply with
15 this request, and WHEREAS the Grand Forks Air Force Base has
16 been considered as one of up to ten sites for the Rail
17 Garrison installation with minimal additional land
18 requirements and no anticipated adverse environmental
19 affects, and with a positive economic impact on the area
20 through the creation of additional jobs, be it therefore
21 resolved that the board of directors of Nodak Rural Electric
22 Co-operative Incorporated hereby supports the installation of
23 one of the Rail Garrison facilities at the Grand Forks Air
24 Force Base of North Dakota." Thank you.

25 COLONEL McSHANE: Two things I would like to point

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21

1 out at this point. Again, the clapping is just going to take
2 away from the time available. And also the guy who is
3 running the mikes leave mine alive all of the time. Thank
4 you.

5 Next up will be Pat Shawhan. And he will be
6 followed by Victoria Phillips.

7 MR. SHAWHAN: My name is Pat Shawhan. My address
8 is 915 Sunset Drive. I happen to be a neighbor with the
9 gentleman who was just here. I do support the Rail Garrison
10 project, because peace without freedom is no trade-off. The
11 price of peace is vigilant. And Peacekeeper Rail Garrison
12 will allow the United States to maintain that vigilance.

13 Rail Garrison will increase the deterrent to keep
14 building of our Nation's strategic forces by its mobile
15 characteristics. Therefore again, I am very happy to support
16 Rail Garrison. Thank you.

17 COLONEL MCSHANE: Victoria Phillips. Next up will
18 be Mark Froenke.

19 MR. PHILLIPS: My name is Vicki Phillips. I live
20 at 110 49th Avenue South. And I am speaking on behalf of
21 myself.

22

22 I support the Rail Garrison concept and its
23 deployment with the Grand Forks Air Force Base. I would like
24 to address the issue of safety. In arguments that have been
25 made we will be vulnerable because the system would encourage

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1 pre-empted nuclear attack. I disagree with that argument.
2 Our world is not full of peace and harmony as most of us
3 would like to think. History shows us that. We must be
4 realistic and maintain a strong defense. Our system must be
5 equal or greater than our greatest and strongest enemy. We
6 must not consider -- excuse me, our aggressor or enemy must
7 not consider aggression against us, without a possible strong
8 -- without a system -- excuse me, without a strong defense we
9 are going to be vulnerable and unsafe. I think we need to
10 include Rail Garrison as part of our defense system.

11 I also encourage deployment of the Rail Garrison
12 System at the Grand Forks Base because of the limited impact
13 on area resources. Conservation of National resources is an
14 important issue. And for that reason I think that the Grand
15 Forks Air Force Base should be a prime site for the Rail
16 Garrison.

17 COLONEL MCSHANE: Thank you. Mark Froenke.

18 MR. FROENKE: I would like to defer my time to
19 Lonny Winrich.

20 COLONEL MCSHANE: Next up will be Bob Bushfield.

21 MR. WINRICH: Thank you. My name is Lonny Winrich.
22 I live at 636 South Fourth Street in Grand Forks. And I am
23 here as Chair of the Agassiz Sierra Club.

24 The Agassiz Basin Group of the Sierra Club opposes
25 the deployment of the MX Rail Garrison System as proposed by

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1 the United States Air Force because the assessment of
2 environmental effects as presented in the Draft Environmental
3 Impact Statement is inadequate and misleading. As Chair of
4 the Agassiz Basin Group I offer this testimony in opposition
5 to the proposed deployment and urge consideration of
6 alternative defense strategies which do not depend on
7 missiles with multiple nuclear warheads.

8 I recognize that nuclear war is probably the
9 ultimate environmental threat. And I support the arguments
10 of those who oppose this proposal on the basis of its
11 destabilizing affect on international relations. Far from
12 being a peacekeeper the misnomer given this system in the
13 proposal, the MX Rail Garrison System would encourage a
14 strategy based on pre-emptive first strikes and thus increase
15 the danger of nuclear war. I will leave the development of
16 this argument to others however and concentrate my remarks on
17 one of the major shortcomings of the Draft Environmental
18 Impact Statement.

19 The Draft EIS fails to address the issue of
20 decommissioning adequately. It misleadingly suggests that
21 reasonably foreseeable consequences are considered.
22 Decommissioning is dismissed with a terse seven line
23 paragraph, identified as 1.9 on page 1-19 on the Draft EIS
24 which reads as follows: "It is difficult to predict how the
25 Peacekeeper Rail Garrison System would be decommissioned.

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1 The relevant laws and procedures may change substantially in
2 the 20 or more years the systems would be in use. Moreover,
3 techniques for handling the disposal of obsolete missile fuel
4 and the reclamation or disposal of nuclear material contained
5 in the warheads may well change during the period the
6 Peacekeeper is actively deployed. Consequently, the Air
7 Force has forced this EIS on those actions which are
8 reasonably foreseeable. The Air Force will follow all
9 relevant laws at the time of decommissioning.* End of the
10 quote of the Draft EIS.

11 I submit that nothing is more foreseeable than the
12 decommissioning of the MX Rail Garrison System. No weapons
13 system, from the crossbow to the B-52, has failed to become
14 obsolete in time. The decommissioning of the MX Rail
15 Garrison System is not just reasonably foreseeable. It is
16 inevitable. It must be considered in any adequate assessment
17 of environmental effects. Furthermore, the waste material
18 produced by this unavoidable decommissioning, glibly
19 described as obsolete missile fuel and nuclear material
20 contained in the warheads, is among the most toxic and
21 obnoxious garbage produced on this planet. High level
22 nuclear waste requires thousands of years to decompose, more
23 years than any of the structures described in this elaborate
24 proposal are designed to endure. The waste produced by this
25 weapons system will be the responsibility of many future

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generations. Failure to consider its affect in the Draft Environmental Impact Statement is grossly misleading.

COLONEL McSHANE: Time, sir.

MR. WENRICH: May I give you a written copy?
(Refer to Report #3)

COLONEL McSHANE: Certainly. Yes, you may. Next up is Bob Bushfield, followed by Bill Spicer.

MR. BUSHFIELD: Thank you. Ladies and gentlemen of the panel. I am Bob Bushfield. I am City Planning Director for the City of Grand Forks, North Dakota. And also Executive Director of the Grand Forks and East Grand Forks Metropolitan Planning Organization, which is an organization comprised of elected and non-elected officials from the City of Grand Forks, City of East Grand Forks, Polk County, and from Grand Forks County.

What I would like to confine my testimony this evening is evaluating the Environmental Impact Statement. The current Environmental Impact Statement as presented by the Air Force, we felt in the Planning Department was well prepared. It contained an accurate assessment of an employment population projections. And it took an adequate look at the end of the structure needs that would be brought about as a result of the siting plan if Grand Forks in fact were chosen.

What I would like to do tonight is explain briefly

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the city's plans to accommodate this and other proposed growth and not to take a stand for or against the projects. Only one of those four units of government, at least until tonight had taken a stand, to my knowledge. And it appears that now all four of them have. We will probably be safe to say my position as well is in favor of that particular proposal.

Another staff member, if he is permitted to speak this evening will also address the Environmental Impact Statement.

What I would like to do is tell you that City of Government has developed through this planning process ongoing capital improvements program. It is a program that takes comprehensive view of implementing the city's long range comprehensive plan. I brought a copy of the city's five year capital improvement program. And I ask that it become a part of the Record of this Hearing. The city is in a position as a result of recent action on the part of the City Council to spend over \$6 million a year in federal, state, local monies to improve the city's infrastructure. Six year capability improvement program in the City of Grand Forks calls for the completion of a waste water force main through fire station. It establishes funds that we feel are essential in the rehabilitation of our city streets, our city's storm water system and our sanitary storm systems.

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The city I think has taken a very pro-active position and instead of folding up our tent and going home when the Reagan Administration renews state and local entitlement programs the City of Grand Forks uses their time to diversify their income tax base with the passage by voters last spring of one cent sales tax. The city is in a good position I think to ride out any future cuts. And at the same time make the necessary improvements to our city infrastructure. Which this or any other project would necessitate. It is my opinion that the city can accommodate the impacts resulting from this basic mode. And I would be happy to visit with any of the DOD Officials or Air Force Officials that are present here to more fully explain the city's future development plans. Thank you.

COLONEL McSHANE: Thank you. Bill Spicer to be followed by Bruce Gjovig.

MR. SPICER: My name is Bill Spicer. I am a Grand Forks businessman. And I am here to represent the Grand Forks South Side Development Association, which has a membership of approximately 150 South Side businessmen. We are in support of the Rail Garrison because we believe in a strong America and believe that a strong defense is America's best offense. We also feel the Grand Forks Air Force Base is a very logical home for the Rail Garrison. Thank you.

COLONEL McSHANE: Bruce Gjovig to be followed by

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Mike Phillips.

Bruce Gjovig. Am I pronouncing that correctly?

MR. GJOVIG: My apologies for being late. Bruce Gjovig. I stand for MX Rail Garrison System. I believe this country is served well by a strong defense. Each one of us must I think bear our burdens and carry a good defense. I am very proud of what has happened the last eight years. We are standing much taller nationwide. We are much closer to peace because of a strong defense. It also can be said that the Grand Forks Air Force Base has been an outstanding neighbor for over 30 years. There has been lots of scare tactics have been used over the years for new missions for this Air Force Base. All those scare tactics were for nothing. It has been shown and proven for time the Air Force Base of Grand Forks is an outstanding neighbor in our backyard. And although I am no expert in defense systems I think through history and performance again we can rest assured that our interest will be carried out if Rail Garrison was located in Grand Forks.

It should also be stated that I think why Grand Forks. Certainly their defense dollars be spent. I think they should be spent wisely, therefore they should be spent where there is the best bargain possible. And I would also favor a Grand Forks and a Minot location. And certainly something that has not been stated particularly before is that North Dakota was the beneficiary of the Rail Garrison,

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our railroad transportation system in North Dakota would undoubtedly be improved by the maintenance of the railroad then serving all interests of North Dakota. Because North Dakota is dependent upon transporting goods in and out of the state. And much is done by rail. And we would benefit. That is a citizen in agriculture and energy would benefit, which is of no small portion.

So in completion I think there is economic, transportation, social, and long history of reasons why we support the Garrison System in Grand Forks Air Force Base.

COLONEL McSHANE: Mike Phillips. Next will be Walter Scott.

MR. PHILLIPS: Mike Phillips, Grand Forks. I would like to speak primarily on the Environmental Impact. I feel Grand Forks is an ideal location for Peacekeeper Rail Garrison. First, because the minimum amount of additional land acquisition that is needed. As I review the Draft system I think it was the lowest land acquisition of any of the site locations. It has the minimal environmental impact both during construction and during operational phase.

Also, I take it that you reviewed the trading system of the U.S. Rail, you will find that Grand Forks is ideally located North-South and East-West tracking and much more so than our neighbor to the west. You might keep that in mind also. And Rail Garrison I feel is also a much more

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cost effective system than the alternative of the small local ICBM which is under consideration. And I feel that for the good of the Nation's defense and a continued strength of our Nation that Grand Forks and Peacekeeper Rail Garrison will make an ideal combination.

COLONEL McSHANE: Walter Scott. And next will be Carole Bordenkirsher.

MR. SCOTT: My name is Walter Scott. I live at 514 Plum Avenue, Grand Forks. The positioning of this Hearing between Hiroshima Day last Friday and Nagasaki Day tomorrow is ironic. For we are examining a proposal tonight which would put a new system of intercontinental missiles on railroad cars each car carrying potential first strike weaponry equivalent to 180 Hiroshima bombs.

My specific testimony tonight, however, will seem a far cry from Hiroshima. It refers to a portion of the Environment Impact Statement on page 23 of the Grand Forks section of the same of material. It speaks to the environment implications of pre-historic resources in the area where the Rail Garrison facility would be built. It speaks specifically about 21 verifying site locations, many of them burial sites of Indian culture of the so-called Woodland Period which existed in these parts around 1500 years ago.

It also suggests that these 21 sites are by no

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means exhaustive. For many were discovered in spite lack of any surface clues that prehistoric materials lay just below the surface. And then indeed such burial sites perhaps dot the area six to eight miles surrounding the base. These sites document histories sacred place to a significant portion of our people. And are an invaluable historical resource for us all.

The investigative portion of the report stated that some of the Rail Garrison facilities would be in areas not adjacent to where archeology digs have identified prehistoric sites. But it also located the north-south railroad spur which will connect the storage areas to the Burlington-Northern Railroad as being near or in the very area where some of the burial sites have been discovered. And it describes a possible alternative rail spur north of the base as passing directly through identified sites.

It took nearly one half page of the EIS document to describe these prehistoric sites. It took just one sentence on the next page to dismiss the relevance of any of this to the Rail Garrison construction.

I submit that a Nation which chooses to build new potentially first strike weapons and put them on rails with each rail car having a kilo-tonnage of 180 Hiroshima's and yet blithely writes off as irrelevant the destruction of significant elements of our common human history stands on

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exceeding shaky moral ground. I love my country. But I am saddened and angered when my country takes tragic insensitive action such as this in my name.

COLONEL McSHANE: Thank you. Carole Bordenkirsher, followed by Martin Zeilig.

MS. BORDENKIRSHER: My name is Carole Bordenkirsher. I live in Crookston, Minnesota. I am testifying as a member of the Grand Forks Chamber of Commerce. I am the owner of two small businesses in Crookston, Minnesota. And I also am employed by the State of North Dakota as the Regional Director for the Small Business Development Centers.

The Grand Forks community supports the Air Force Base. And since the location of Rail Garrison here will not significantly affect or change our environment, I support Rail Garrison, because continued freedom in our country will allow the entrepreneur system to thrive and grow. Thank you.

COLONEL McSHANE: Martin Zeilig. Next will be Mark Hall.

MR. ZEILIG: I think I am making history here, because I am probably the first Canadian to appear before this Commission. So I thank you for that.

The political boundary separating Canada from the United States, the famed 49th Parallel, is virtually meaningless in the nuclear age. That especially holds true

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1 for the border between Manitoba and North Dakota. With 300
2 Minute Man ICBM Silos and two SAC bases in Minot and here in
3 Grand Forks, North Dakota has not facetiously been labeled
4 the world's third nuclear power. A nuclear confrontation
5 between Canada's northern and southern neighbors, we are the
6 meat in the sandwich, we have two friends, one to the south
7 and one to the north, would destroy the population and
8 precious farmland of southern Manitoba just as utterly as it
9 would wreak unimaginable devastation on North Dakota. Indeed
10 the essential United Nations study our common future. This
11 book over here, which I would encourage people to read, the
12 World Commission on Environment and Development published
13 last year categorically states and I quote "The likely
14 consequences of nuclear war make other threats to the
15 environment pale into insignificance."

16 The MX missile I feel in any basing mode, but
17 especially in boxcars, increases the likelihood of this most
18 serious threat to our environment, nuclear confrontation.
19 The recent dialogue between President Reagan and Chairman
20 Gorbachev, and the signing of the INF Treaty has caused
21 billions on this planet to breathe a sigh of relief in the
22 expectation that relations between the two super-powers are
23 improving. We look forward to an expected 50% cut in
24 strategic weaponry. The MX missile will needlessly we feel
25 complicate changes for such an initiative. There already are

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1 far too many nuclear weapons on the planet.

2 Let's work together to prevent the ultimate threat
3 to our environment nuclear war. No MX.

4 Thank you. And I would like to present this to
5 you. (Refer to Report #4)

6 COLONEL McSHANE: Mark Hall. And next will be John
7 Omdahl.

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8 MR. HALL: I am Mark Hall of Grand Forks, North
9 Dakota. As a lifelong resident of this city and county I am
10 in favor of Rail Garrison. Grand Forks has been good for the
11 United States Air Force. The United States Air Force has
12 been good for Grand Forks. I look for Rail Garrison to
13 strengthen those bonds, which have been created over the
14 years for the strength and support of this nation. Thank
15 you.

16 COLONEL McSHANE: Thank you. John Omdahl.

17 MR. OMDAHL: I defer to Ronnie Rosenberg.

18 MR. ROSENBERG: Good evening. My name is Ronnie
19 Diane Rosenberg. 420 Jackson Avenue, Crookston, Minnesota.
20 I am an attorney with a law office in Fargo, North Dakota.

32

21 I hereby object to the Draft Environmental Impact
22 Statement for the MX Rail Garrison Project and to the Hearing
23 process on the following grounds: The Notice for this
24 Hearing fails to conform to Air Force DOD regulation section
25 989.15 subsection B, subpart 2. The Notice provided to

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1 identified interested individuals fails to include the name
2 and phone number of a person to contact for more information;
3 the request that speakers submit their intention to take
4 part; any limitation on the length of oral statements; the
5 suggestion that statements of considerable length be
6 submitted in writing; and the offices where the Draft EIS and
7 appendices are available. By not providing this information
8 as it is required to do by its own rules, the Air Force has
9 made organizing opposition to this project more difficult.

10 The DEIS is not widely available. For example, the
11 Crookston Public Library and the Fargo Public Library do not
12 have copies.

13 The Public Hearings are not being held at a
14 sufficient number of locations. Thirty-two code of Federal
15 Regulations section 214 provides that the amount of public
16 participation is to be determined in pertinent part by the
17 magnitude of the proposal. At the very least, Hearings
18 should be held at towns and cities along the rail lines which
19 will be subjected to missile trains if this project is
20 implemented.

21 I received my copy of the DEIS on July 20, 1988.
22 The time is not sufficient from the distribution of the DEIS
23 to this Hearing to prepare an adequate critique. It is no
24 solution that additional testimony can be submitted in
25 writing because part of the process is to inform and

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1 influence my neighbors and legislators to oppose this
2 project.

3 No supporting documents were provided when
4 requested which makes it impossible to analyze the data in a
5 proper manner.

6 The Air Force has not released transcripts of the
7 Scoping Hearings when requested to do so.

8 Three hours is insufficient time for this meeting
9 given the fact that the Air Force has taken up time with its
10 presentation. A number of people wish to speak about this
11 project and will not be able to and/or will have to limit
12 their remarks. Given the magnitude of this project and the
13 public interest, additional time on another day should be
14 allocated.

15 The DEIS is premised on the assumption that the
16 Over the Horizon Backscatter Radar Project is coming to Grand
17 Forks. If this does not occur, the entire DEIS is flawed
18 because all the demographic projections are based on an
19 influx of 1,004 people who would in-migrate with the Over the
20 Horizon program. The Air Force is obliged to prepare a DEIS
21 based on no Over the Horizon Backscatter Radar Project at
22 Grand Forks.

23 The Air Force has created confusion about the role
24 that opposition plays in the process. Pursuant to 40 C.F.R.
25 section 1508.27 subsection B, subpart 4, the DEIS must

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1 consider the extent to which the proposed project is
2 controversial. At page 3-2 of the DEIS, it is stated that
3 controversy was not considered. Thus the Air Force has
4 failed to do that which it is charged to do by Federal Law.

5 COLONEL McSHANE: Time.

6 MR. ROSENBERG: Thank you. I will submit the rest
7 of this in writing at a later date. (Refer to Report #5)

8 COLONEL McSHANE: Next is C. L. (Bud) Linfoot,
9 followed by Marc Olson.

33

10 MR. LINFOOT: I am C. L. (Bud) Linfoot, Grand Forks
11 native. I personally am for a strong defense and support the
12 concept of Peacekeeper Rail Garrison program at the Grand
13 Forks Air Force Base. I am also an executive secretary of
14 the Grand Forks Builders and Traders Exchange. And at a
15 recent meeting at the board of directors unanimously went on
16 record, and it was approved of supporting this program. And
17 felt that all of our members, or at least a great majority of
18 our 175 members would also be in favor.

19 COLONEL McSHANE: Marc Olson. After that will be
20 Wade Pearson.

21 MR. OLSON: Thank you. My name is Marc Olson. I
22 have been a resident of Grand Forks for eight years. I make
23 my statement this evening as a former rated officer of the
24 United States Air Force from 1973 to '79. I believe in the
25 importance of a strong deterrent military force to preserve

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1 the freedom which our country provides. I support Rail
2 Garrison and its installation at the Grand Forks Air Force
3 Base for the following reasons: Existability to rail systems
4 covering four directions; Rail Garrison would compliment the
5 modernization of the strategic systems already in place at
6 the Grand Forks Air Force Base. And finally, a statement of
7 my complete confidences in the personnel assigned at Grand
8 Forks Air Force Base having seen and visited a number of
9 strategic air command locations around the country. From the
10 senior command on down the Grand Forks Air Force Base has
11 been a key assignment for a career progression of many senior
12 officers. I think this speaks well for the quality of
13 leadership assigned to the Air Base to be commanding these
14 weapon systems. Thank you.

15 COLONEL McSHANE: Thank you. Wade Pearson. And
16 after that will be Kathryn Dryden.

35

17 MR. PEARSON: My name is Wade Pearson. I am a
18 life-long resident of Grand Forks. I think this project is a
19 very good idea. I think it improves the stability of foreign
20 relations. It lessens the chance of nuclear war, which is
21 good for the environment. I also think that it is good for
22 the city and it would be good for Minot too. And maybe you
23 should do both of them. I think it is going to be a very
24 acceptable rate of growth for the town. And it will be good
25 for the city and good for everybody. And I hope it is around

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1 for a long time.

2 COLONEL McSHANE: Kathryn Dryden.

3 MS. DRYDEN: I defer to Richard Sinner.

4 REVEREND SINNER: I am Reverend Richard Sinner,
5 representing the Fargo-Moorhead Peacemaker's, the North
6 Dakota Peace Coalition, and PAX Christi USA.

7 Our position to the MX and the MX Rail Base Mode is
8 well expressed in the United States Catholic Bishops 1983
9 Pastoral Letter, the Challenge of Peace. In this document
10 the Bishops state they do not know of any situations in which
11 the deliberate initiation of nuclear weapons, no matter on
12 how restricted a scale can be morally justified. In
13 commenting on the weapons systems, the Bishops stated they
14 oppose the addition of weapons that are likely to be
15 vulnerable to attack and yet also possess quote A prompt hard
16 target kill unquote capability that threatens to make the
17 other sides retaliatory forces vulnerable unquote. And some
18 experts in strategic theory even in 1983 said that is what
19 the MX is.

20 Along economic lines the Bishops say and I quote we
21 see with increasing clarity the political following of a
22 system which threatens mutual suicide. The psychological
23 damage this does to ordinary people, especially the young,
24 the economic distortion of priority, billions readily spent
25 for destructive instruments while pitch battles are raised

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1 daily in our Congress and state legislatures over such
2 smaller amount for the homeless, the hungry and the helpless
3 here and abroad.

4 We need to reject the fallacy of quote National
5 security unquote based on death and destruction. And instead
6 to be conscious of and committed to all the ways of laboring
7 for peace and for justice, which are ruled in the manner and
8 example of Christ Almighty life and death in resurrection.
9 He said I came to heal the sick and ransom the captive. I
10 came to bring peace not war and destruction and violence and
11 killing.

12 COLONEL McSHANE: John Rolczynski. And next will
13 be Ray Omajhi.

14 MR. ROLCZYNSKI: Ladies and gentlemen, the purpose
15 of this meeting is to enter public input for the
16 Environmental Impact Statement. I support what is the
17 concept of Rail Garrison. I am a resident of Grand Forks.

18 And I am a free-lance writer working and living in this area.
19 I believe it is very important to consider the fact
20 that the Grand Forks location from what has already been
21 presented tonight and in the original statement shows that
22 Rail Garrison will not have any significant impact upon the
23 environment here. While the two other bases to the extreme
24 north of our Nation in Montana and Michigan specifically
25 would have such impacts requiring some changes.

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Also although I am a former Air Force officer my expertise certainly does not run to these systems. Nor from that standpoint would I speak other than through history. The Grand Forks Air Force Base obviously was opposed and placed here because of its strategic location. And I believe that the Rail Garrison project will enhance what is already placed in our immediate vicinity.

Also we must realize that somebody must have thought that it was important by this geographical location to consider the only other ABM site that was once operational or at least put into the area for operation in this very vicinity.

Also, the Air Force Base in the past has been a strategic command base. I would assume that therefore we should, although the arguments have been given and will continue to be given as to the logic of placing this system here, whether it is wise from a military standpoint or economically, I think that although much has been made about the economic impact of what it will do to develop Grand Forks I do believe that the real interest of most people of this community is that we have a strong defense in this country. And that we have our bases properly located so that indeed we can have a city that will be defended to the point there will be an economy to defend.

COLONEL MCSHANE: Ray Omdahl.

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MR. OMDAHL: I would like to defer my time to Dr. Curtis Stofferahn.

COLONEL MCSHANE: Next up after this will be Jeff Armstrong.

DR. STOFFERAHN: Good evening. My name is Dr. Curtis Stofferahn. I am assistant professor of sociology at the University of North Dakota. My research areas include rural and agricultural development. I was formerly employed with the North Dakota Economic Development Commission as a rural development specialist. Tonight I represent the Rural Coalition of the National Grassroots Coalition of Agricultural Rural Organizations which is opposed to MX.

I wish to address several areas of the Draft Environmental Impact Statement in relation to one of the required contents of our Environmental Impact Statements under the National Environmental Policy Act of 1969. In particular, I wish to address the section of the Act which concerns the maintenance and enhancement of long productivity.

No one disagrees that military spending creates a great many jobs, and we can all appreciate the city and county commissions and the Chamber of Commerce's interest in the job creation potential of the Rail Garrison Basing Mode. But we need to evaluate the impact of the Rail Garrison Basing Mode spending on more specific questions.

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First, although a substantial number of jobs will be created by Rail Garrison spending, research has shown that it produces fewer jobs than some other kinds of government and non-government spending. The Council on Environmental Priorities analyzed the number of jobs created by the MX systems compared to alternative uses of the same resources.

If we can assume that the Council's national multipliers applied to the Grand Forks region, we would find that if \$31 million were spent on these uses we would create more jobs than the 1,824 jobs mentioned in the DEIS. For instance, the same amount of funding would produce 593 more jobs in mass transit, 234 more jobs in public utility construction, 321 more jobs in housing construction, and 209 more jobs in solar energy or energy conservation than it would in the Rail Garrison Basing.

From these comparisons we may conclude that as a job creation strategy, the MX Rail Garrison Project is relatively ineffective. For eight years we have used military construction as an industrial policy. Consequently, money that could have been used to rebuild our decaying infrastructure, to develop human resources through education, to provide jobs for the most disadvantaged, to clean up our environment to develop alternative energy sources, to promote energy conservation, to build mass transit systems to reinvest in domestic industry and to save our family farms

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and rural communities has been diverted to military construction.

Second, the kinds of jobs created by the MX Rail Garrison Basing are not those most needed and most helpful in developing a very vital economy. A small portion of these jobs will be jobs that are stable, pay relatively well, and require a high level of skills. The remainder will be temporary jobs filled by a transient work-force and requiring little or no job skills.

Research indicates that relatively few defense related jobs go to blue collar production workers. The bulk of jobs created by defense spending go to high level workers, especially engineers and others with high technological skills. These jobs are good jobs for those who can get them, but few do. Defense spending tends to distribute employment benefits toward workers who are relatively affluent, highly educated, and already blessed with relatively low risks of unemployment. These workers are also overwhelmingly white and male. Every federal dollar spent on the Rail Garrison is a federal dollar not spent in other areas. Consequently, this spending will displace jobs elsewhere. Most of the jobs displaced by military spending are large employers of minorities and women, including teaching, health care, non-defense government employment, and semi-skilled blue collar work in civilian manufacturing.

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COLONEL MCSHANE: Time, Doctor.

DR. STOFFERAHN: I have more I would like to submit in written testimony. (Refer to Report #6)

COLONEL MCSHANE: would you also spell your name, please?

DR. STOFFERAHN: S-T-O-F-F-E-R-A-H-N.

LT. COLONEL WALSH: Excuse me, sir say I make a comment please?

COLONEL MCSHANE: Briefly.

LT. COLONEL WALSH: In response to your statement, sir, the National Environmental Policy Act requires that the proposer of the action look at alternate measures or actions to satisfy the underlying need. In this case the underlying need was a more survivable ICBM System. And so the EIS considers alternative to that as specified by Congress. It is not the intent of NEPA that we should look at alternative uses of the funds. That is the responsibility of Congress to consider that in the deliberation on the budgets. Thank you.

DR. STOFFERAHN: May I reply?

COLONEL MCSHANE: A couple of seconds.

DR. STOFFERAHN: It was my opinion that the NEPA Legislation requires a look at by -- looked by voluntary enhancement sustainability. I am afraid that the MX systems does not provide the long-term enhancement or sustainability. Thank you.

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COLONEL MCSHANE: Jeff Armstrong. Next up will be Mark Browning.

MR. ARMSTRONG: My name is Jeff Armstrong from Century Beads, a student organization of Fargo-Moorhead. And I would like to say we are here tonight at a critical juncture of history of international relations. Even Ronald Reagan who has presided over one of the most corrupt and anti-Democratic and military corrupt administration in the history. It is publicly stated that the cold war may be a fading memory. Today we have the potential of beginning a new chapter in the US-Soviet relations. When a much smaller less developed country than ours are treated as backyard beach-heads, spears are influenced sites for military bases are sources of cheap labor for multi-national corporations.

We have a potential to replace competition through military proxies and competition on the basis, of building more and powerful -- more powerful and great number of missiles designed for the express purpose to incinerate our planet of proposed nuclear war with peaceful and constructive competition and a fear of human rights.

Glasnost and Perestroika in the Soviet Union and the National Liberations of Latin America have forced us to rethink the vision of the world in hostile blocks. And to arrive at a more encompassing decision of definition of democracy. The democracy which admits the rights of the

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hungry, the rights of the homeless, and the unemployed to work, the rights of those that disagree with the government to publicly express their view, and the rights of the people to choose a leader who represents their views regardless of his or her race, sex, class or political affiliations.

We need democracy in the home and the work place, and the schools, and in this auditorium. There is currently in the Soviet Union under the direction of Mikhail Gorbachev an implacable dialogue which addresses the real problem of society and a necessity and the right of the Third World for independent development.

A brief comparison is in order. For 13 months the Soviet Union stopped nuclear testing. During this period the US accelerated it's testing program in an effort to achieve superiority. The USSR has already adopted this policy for no-first-use nuclear weapons. The recent Democratic convention refused to put such a plank in it's platform. The Soviet Union is unilaterally withdrawing from Afghanistan and is reducing its conventional force in Europe. While the US continues its semi-occupation with Philippines, Honduras, and South Korea, and plans to build up forces in Europe. The USSR is currently implementing plans to force back a manager, university administrator, and public officials, to submit to the will of the people through their actions. The US FBI on the other hand is compiling dossiers with troublesome

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dissidents as the Roman Catholic Sisters of Mercy, the American Federation of Teachers, and over 100 other labor, religious, and civil rights groups.

The US and the Soviet Union appear to be passing each other by going in different directions. The MX and the first strike weapons is designed to complement Star Wars. The MX is powerful enough to destroy hardened missile silos which with Star Wars is supposedly knock-out enough Soviet missiles, limit American casualties to a few million. We have a choice in participating in the history of the New World or clinging to the remnants of the old or deferring judgement to so-called experts such as Lt. Walsh.

COLONEL MCSHANE: Mark Browning. And next will be Margaret Peterson. And that was Lt. Colonel Walsh.

MR. BROWNING: My name is Mark Browning. I am a local business owner, also a member of the Chamber of Commerce here. I am not impressed by the economic advantages inferred by the money to spent here. I am opposed to the Rail Garrison.

Since we are addressing environmental impact I feel that it is detrimental to the quality of life here to increase our importance as a target for nuclear attack. I certainly don't see this as a long-range betterment to our community. I think this is also a terrific waste of human economic resources to increase our involvement in the nuclear

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arms race. Thank you.

COLONEL McSHANE: Margaret Peterson. And next will be Richard Frank.

43

MR. PETERSON: I am speaking on my own behalf as a mother, grandmother, and long-time tax payer in Grand Forks. And I support Rail Garrison because I feel that it will enhance the determinants that our country has enjoyed. I feel we would not have peace today if we did not have a strong determinant. And I feel Rail Garrison will only add to that.

Grand Forks Air Force Base has been a good neighbor. There has not been an event that has jeopardized the safety of the people of this area. Thank you.

COLONEL McSHANE: Thank you. Richard Frank. And next will be George Schubert.

MR. FRANK: I am Richard Frank, a 40 year resident of Grand Forks.

By no means am I an expert in military affairs. Nor are certainly the majority of you fellow citizens here assembled. But very recently, as history goes, this great nation chose as its president General Eisenhower. Who would deny that he was a military expert. And it's no secret what he wanted to be his legacy to our country, "Beware of the military industrial complex." That's what Ike said. And he repeated it many times. "Beware of the military industrial

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complex."

How right Ike was. We have seen recently when some exorbitant over-charges for military equipment were made public. So there should be every reason to be critical when a scheme is proposed to us that is as fantastic and unproven as it is costly, dangerous, and most likely counter-productive.

And how do our local politicians react to it. They fall for it, hook, line, and sinker. And they want all of us to do likewise. And we have plenty of evidence of that tonight. Their main argument is money. They cite employment, government paid, coming from this enterprise.

If the enterprise itself is right or wrong in a broader sense they don't even discuss.

It so happens that these are anniversary days of the Hiroshima and Nagasaki bombings. Please judge for yourselves if our Nation has learned a lesson from these events.

This is not the first time in history that a great nation is gripped by fear of enemy aggression and undertakes gigantic projects to be safe. The Great Wall of China is one example. And successive invasions from the north demonstrated that the Great Wall had little military significance.

Another such more recent example is the Maginot

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Line of fortifications erected by France in the 1930's and outflanked by Hitler's armies in 1940.

In both of these cases, the chief affect of the giant enterprises was to create a false sense of security, besides taxing national wealth to the limit.

I suggest that we give up such dreams and concentrate instead on more realistic and very urgent problems of promoting international understanding and of solving our serious environmental problems before it is too late. Thank you. (Refer to Report #7)

COLONEL McSHANE: George Schubert. And next up after that will be Matthew Butler.

MR. MADSEN: George Schubert couldn't be here this evening. And therefore he asked me to read a short statement in his behalf.

A discussion of the environmental impact of Rail Garrison must of necessity include comments on the necessity of Rail Garrison itself. So that one may balance positive as well as the negative results of the system.

Rail Garrison plays an important role to the national defense of this country. There is a practical approach inherent in the system. Rail Garrison has low risk high flexibility included in this system. There is a high mobility feature of this system. And there is an elaborate rail transportation system built into the United States. Any

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limited environmental impact which Rail Garrison may have in this community must be weighed against the positive action into this system.

And in conclusion I support Rail Garrison for the Grand Forks Air Force Base. And that this community has a need and connecting major rail line so that the overall effectiveness of Rail Garrison would be increased by housing it in this area. I support Rail Garrison in the greater Grand Forks area for all of the obvious and economic factors and because of the low environmental impact in this area as compared to the high impact in many of the other considered areas. Thank you.

COLONEL McSHANE: Thank you. Matthew Butler. And next will be Jace Hagen.

MR. BUTLER: My name is Matthew Butler. I live within the confines of Grand Forks. I represent Butler Machinery tonight.

I would just like to say that if Peacemaker Rail Garrison is to be I support it being located within the Grand Forks Air Force Base. Thank you.

COLONEL McSHANE: Jace Hagen is next, followed by Ken Towers.

Jace Hagen H-A-G-E-N. Apparently not here.

We will move on to Ken Towers.

MR. TOWERS: Ken Towers from Grand Forks. I defer

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DOCUMENT 505

1 to Jim Dalglish.

2 COLONEL McSHANE: Thank you. After this speaker
3 will be Dan Scheckter.

4 MR. DALGLISH: My name is James Dalglish, 3641 9th
5 Avenue North in Grand Forks. And I am a vice-chairman of the
6 Greater North Dakota Association of the North Dakota State
7 Chamber of Commerce. I appear before you today in support of
8 the Peacekeeper Rail Garrison weapon system. The Greater
9 North Dakota Association with nearly 2,000 members throughout
10 North Dakota is committed to strengthen the North Dakota's
11 economy.

12 In addition to that, however, I feel that a strong
13 defense system is consistent with GNDA's objectives of
14 supporting freedom, freedom of country as well as individual
15 freedom.

16 North Dakota is an ideal location for the
17 deployment of the system. Our rail network is sufficient to
18 support the system requirements and can easily be upgraded if
19 needed. The Draft Environmental Impact Report states that
20 "Grand Forks will have no significant risk impacts associated
21 with this system." The Greater North Dakota Association
22 therefore urges the Air Force to bring Peacekeeper Rail
23 Garrison to North Dakota. And we urge that priority be given
24 to North Dakota as a first selection. Thank you.

25 COLONEL McSHANE: Dan Scheckter.

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1 MR. SHECKTER: I defer to Ronnie Rosenberg.

2 COLONEL McSHANE: Next up will be Tom O'Neil.

3 MR. ROSENBERG: I am Ronnie Rosenberg, 420 Jackson
4 Avenue, Crookston. I would like to continue my objections.
5 The DEIS fails to adequately present alternatives including
6 the no-action alternative. The DEIS does not include in the
7 impact of building an ABM system to protect the MX. An issue
8 which the Eighth Circuit Court of Appeals has ruled to be
9 justiciable.

10 The DEIS fails to address the degree to which this
11 action establishes a precedent for future actions. Pursuant
12 to 40 Code of Federal Regulations, section 1508.27 subsection
13 B subpart 6, the DEIS must do so. Furthermore, this issue
14 was specifically raised at the Scoping Hearing.

15 For all of the above mentioned reasons and in
16 keeping with the spirit and letter of the National
17 Environmental Policies Act its implementing regulations and
18 Department of Defense regulations and in the interests of
19 justice, the DEIS must be expanded to address these concerns
20 and other concerns raised at this Hearing. Additional public
21 hearings must be held after a revised DEIS is prepared. The
22 entire process must be conducted in such a way as to give the
23 public a full and fair opportunity to testify. (Refer to
24 Report #5)

25 And that really finishes my prepared remarks. And

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DOCUMENT 505

1 now if I can do so without crying, because I am afraid once I
2 start to speak extemporaneously my voice is going to falter.
3 I just want to say that reading through that DEIS made my
4 blood run cold. To read through hundreds of pages of word
5 processor language that dismissed what this project is really
6 about.

7 This project is really about instruments of death.
8 And no where is that mentioned, and no where is it mentioned
9 the money that is being spent on this. And what these
10 instruments of death are designed to do and intended to do.
11 It is frightening. And it is immoral. And it has to be
12 stopped in any way that it can.

13 COLONEL McSHANE: Lt. Colonel Walsh.

14 LT. COLONEL WALSH: In response to the last ladies
15 input. I would like to point out to her that the no-action
16 alternative is considered in extensive detail in the DEIS
17 under the title of Existing and Future Base Line.

18 Also, the ABM is not considered as part of this
19 action, because there is no intent to deploy the ABM in
20 defense of this particular system. In fact, this system if
21 it is survived, it owes its survivability to this immobility.
22 So the ABM system would not be suitable for its defense.
23 Thank you very much.

24 COLONEL McSHANE: After Tom O'Neil will be Rick
25 Clayburgh.

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1 MR. O'NEIL: My name is Tom O'Neil. And I am from
2 rural East Grand Forks. I am opposed to the proposed weapons
3 system. And my main reasons for being opposed to it are
4 reasons of morality and question about its strategic
5 feasibility and what will happen strategically if it is
6 deployed.

7 I realize these are outside of the scope of this
8 Environmental Impact Statement, and so I will direct my
9 attention towards some of the discussions of safety, public
10 safety issues.

11 But before I do that I do want to make one comment.
12 To make this comment, because those of us who express our
13 opposition to foreign policy in this country often have our
14 motives questioned publicly. And I just want to say my major
15 motivation for being here is I cannot reconcile the continued
16 production and deployment of nuclear weapons with what I read
17 in the Gospel.

18 Now with regards to safety. First question I have
19 is regarding possible detonation of nuclear weapons during
20 the time of disbursement on the rail lines of the MX missiles.
21 A little while ago Colonel Walsh said I think I am quoting
22 him is "That there is absolutely no possibility of
23 detonation of these weapons." On page 55-46 of the report,
24 the Impact Statement. I have a quote here "There is
25 virtually no possibility of an inadvertent detonation." And

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1 my first question is which is it?
 2 LT. COLONEL WALSH: There is no conceivable way
 3 that we could devise where we could initiate the chance of
 4 reaction that would be necessary to activate the nuclear
 5 detonation. In fact, these series of reactions can only
 6 occur after the warhead itself has been subjected to
 7 ballistic flight. And even then it is only on the downward
 8 projectionary of such flight. We do not perceive of any
 9 situation in which the warhead could be subjected to any
 10 forces that could be subjected in any conceivable accident
 11 where it would receive such -- where this activation could be
 12 initiated.

13 MR. O'NEIL: Would you consider detonation to be
 14 theoretically possible?

15 LT. COLONEL WALSH: Yes.

16 MR. O'NEIL: But very highly unlikely.

17 LT. COLONEL WALSH: Extremely highly unlikely. We
 18 could not come up with any conceivable incidents where you
 19 would have the necessary forces to start the action.

20 MR. O'NEIL: Theoretically possible but highly
 21 unlikely.

22 Now another quote, page 1-20 quote "Theoretically
 23 possible but highly unlikely accident scenarios. And the
 24 environmental consequences of such accidents are discussed in
 25 chapter 5.0." I did not find any discussion of the

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1 Detonation.

2 Further, another quote chapter -- or page 5-12.

3 "The charge of a radio-active material will be extremely
 4 remote." Excuse me, that is the wrong quote. In highly
 5 improbable. This is from 5-11. "Improbable instance of a
 6 side collision. It is possible that sufficient force might
 7 be present to create a potential for ignition explosion or
 8 detonation."

9 Now does that refer to detonation of the warhead?

10 LT. COLONEL WALSH: No, sir. That belongs to
 11 detonation of the propellants.

12 MR. O'NEIL: What is the difference an explosion or
 13 a detonation? Is there a -- it says strictly about the fuel
 14 then.

15 Another quote. This is what you referred to
 16 before. "For all circumstances which the missile propellant
 17 is involved in any way to create a potential to a matter of
 18 explosion it was assumed that ignition explosion would occur.
 19 This assumption was made because test data is not available
 20 to demonstrate a fire explosion could not occur."

21 And my question is is there test data available to
 22 show that a nuclear detonation cannot occur in accident
 23 scenarios?

24 LT. COLONEL WALSH: We have tested the warhead on
 25 the various scenarios. This is done by both the Lawrence

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1 Livermore National Laboratory and the Sandia Laboratories.
 2 They subjected the warheads to the intense fire only in
 3 holding it against the propellant fire which is a very
 4 intense heat. Of course we do have the evidence of what
 5 happened in Damascus, Arkansas, where we had the Titan
 6 explode, subject the warhead to very high forces as well as
 7 heat mode. In all of those cases there was no evidence that
 8 the warhead would explode.

9 MR. O'NEIL: I was hoping for some documentation
 10 here of some more details on why detonation was considered to
 11 be a possible. Why it was not part of the risk estimate.

12 Particularly you were trying to be complete it
 13 seemed to me and you were trying to in this example of a fuel
 14 fire, saying that if it could possibly happen and assume it
 15 was here the detonation of the weapons, just assume was
 16 impossible they weren't considered.

17 And I am wondering what, how it would affect the
 18 risk estimate. Admittedly, you put in a very small probably
 19 that this and that would happen. But then you would also
 20 have to multiply that in your risk separate formula by the
 21 consequences of that action. And certainly there are places
 22 in the country where the train could be and in cities where a
 23 detonation of what these warheads would have a catastrophic
 24 effect. Now if one warhead detonated which is theoretically
 25 possible, would that then detonate the other 19 on the train?

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1 LT. COLONEL WALSH: As I indicated to you, sir,
 2 while we will not take an absolute stance and say it is
 3 theoretically impossible, we could conceive of no credible
 4 instance where we would have detonation. Nothing that we
 5 could come up with could cause it in its day to day peace
 6 time movement. So therefore for all practical purposes the
 7 potential is zero. That is the way we treated it in the EIS.

8 MR. O'NEIL: I would appreciate seeing that written
 9 down in the EIS. And I think maybe that needs more
 10 attention.

11 COLONEL McSHANE: Mr. O'Neil, I have allowed you to
 12 ask several questions. If you have more you may of course
 13 submit them.

14 MR. O'NEIL: I appreciate that. I was going to
 15 point out that I am not doing all of the talking during this
 16 time-period.

17 COLONEL McSHANE: I know.

18 MR. O'NEIL: Thank you very much. I do have more.

19 COLONEL McSHANE: Please submit them. I was just
 20 given an announcement, a set of keys were found in the
 21 parking lot. If these could be yours please contact the
 22 building managers. I am saying that now because I notice a
 23 lot of folks are drifting out already.

24 Next up is Rick Clayburgh. After that will be Tom
 25 Lander.

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1 MR. CLAYBURGH: My name is Rick Clayburgh. I am a
2 legislative candidate here in Grand Forks. I am also a life-
3 long resident of the community and look forward to in the
4 future raising my family in this community. Along with the
5 tremendous economic impact on our community I support world
6 peace and I whole-heartedly support the MX Rail Garrison.
7 Thank you.

8 COLONEL MCSHANE: Tom Lander. And then Jeanette
9 Shaw-Lynch.

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10 MR. LANDER: Thank you, gentlemen. My name is Tom
11 Lander. I am a life-long resident of Grand Forks. And I
12 would like to say I am here mostly as a father of three boys,
13 five, three, and one. And I guess I feel that the MX, that
14 this program is something that is positive and will keep us
15 out of war. I hope to never have to send my boys to war.
16 And I am in favor of this program. Thank you.

17 COLONEL MCSHANE: Jeanette Shaw-Lynch.

18 MS. LYNCH: I will defer to Mark Froenke.

19 MR. FROENKE: I am a resident of Grand Forks. I am
20 also the secretary of the Red River Valley Peace Workers and
21 also vice-president of the North Dakota Peace Coalition.

22 And first off I would like to state that I find it
23 hard to accept that, you know, Orwellian and double-talk,
24 double-speak, Peacekeeper stands for peace. It does not. It
25 is a dangerous system. And I think most people understand

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1 it.

2 Second off, I think for the Red River Valley Peace
3 Workers and North Dakota Peace Coalition, one reason they are
4 opposed to this system is for national reasons. National
5 reasons is that this system does not stabilize the nuclear
6 system. It is a dangerous system. By putting these missiles
7 on rails you are escalating the chance of first strike. And
8 this is dangerous to 240 million people in the United States
9 plus everybody else in the world. I think it is very
10 irresponsible type of a system.

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11 Second reason is that I think that this kind of
12 money should be spent instead of on military hardware that
13 easily by sitting down with the Soviets and having agreements
14 just like that treaty that they just signed, the IMF, that
15 this system could be X-ed. That leaves a nation and a
16 community particularly Grand Forks or Minot if they come to
17 pick up the pieces. Who is going to pay for the impact of
18 our community when the Air Force Base moves the people out
19 and those jobs evaporate. The Air Force is here to defend
20 the nation as a whole. And if it benefits the community that
21 is okay. But once they leave it is not the Air Force's
22 commitment to come in and fix the damage that they have done
23 by removing personnel, removing of the Air Force wing. It is
24 up to the community and the state government. North Dakota
25 is a small state, 670,000 people. And it does not have the

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1 resources to change its economy if this system comes in and
2 it is all of a sudden phased out very quickly.

3 Another thing is that I believe that the economy of
4 Grand Forks and the State of North Dakota is important. I am
5 a fourth generation North Dakotan. My people have been here
6 ever since we came from the Old Country. And I think that I
7 am going to stay in this community. I like it here.

8 And the other thing at the Peaceworkers and the
9 North Dakota Peace Coalition if they use this kind of money
10 on national issues should be spent on job creation, this
11 money should be spent for education. It should be spent for
12 repairing roads. It should be spent in rebuilding houses.
13 In the State of North Dakota there is an estimate that 80% of
14 all bridges are unsafe in some degree, from very unsafe to
15 mildly unsafe. By spending this kind of money to rebuild
16 bridges, rebuild homes, who would put money into this
17 community that people would be then be buying homes and
18 returning that dollar in the community. And it would be much
19 better spent, you know. I think that these kind of things
20 build a nation. A nation itself is not based on only its
21 economic -- on only its military strength. It is based on
22 its economic and also its, you know, moral strength. There
23 is great nations of Athens which had cultural education. And
24 then there was Sparta who lost it.

25 COLONEL MCSHANE: Next up is Bart Carroll, followed

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1 by Kristin Sorenson.

2 MR. CARROLL: Being in opposition to the deployment
3 of the MX missile I wish to defer my testimony to Al
4 Hermandson. MR. HERMONDSOHN: I am Al Hermandson from
5 Crookston, which is in the expanded ground zero if the MX is
6 employed. I would also like to begin by pointing out that
7 Tetra Tech was not exactly an impartial unbiased
8 organization, since it was part of Honeywell. And we of
9 Minnesota understand Honeywell's relation to the weapons of
10 death.

11 Now the DIS failed to explain what the missile is
12 and what it is designed to do. It weighs 100 tons. It has
13 ten independently target warheads. Each warhead equally
14 300,000 tons of TNT equivalent. That is 18 times as powerful
15 as the Hiroshima bomb. It carries ten of these equally,
16 three million tons of TNT equivalent three mega-tons. That
17 equals all of the bombings in the Second World War, the
18 Pacific, Europe, Africa, and including Hiroshima and
19 Nagasaki. That is three million mega-tons.

20 The range is over 5,000 miles and it is accurate
21 within 300 feet. Now the only reason we have to be as
22 accurate as 300 feet after 500 miles is if we are shooting at
23 a hardened military site like a silo, it doesn't make much
24 sense to shoot at empty silos, therefore the MX must be part
25 of the United States first strike nuclear war playing

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1 strategy.

2 In addition to being a first strike weapon it is
3 also inherently destabilizing due to its multiple warheads.
4 The deployment of the MX in any basing mode will therefore
5 decrease national security because the deployment increases
6 the likelihood of a nuclear exchange.

7 Now, the Air Force implies that deployment will
8 enhance deterrence. But the Congressional Budget Office in
9 November of '87 states that approximately 3,700 nuclear
10 warheads would survive a Soviet surprise attack and over
11 8,000 would survive a short warning time alert system
12 strategic forces. Considering the fact of launching only a
13 small fraction of these remaining missiles would obliterate
14 the Soviet Union undoubtedly initiate a nuclear winter,
15 contaminate the entire earth to an uninhabited state.

16 I ask what is sufficient military strength. And to
17 point out what we have today I am going to drop some BB's in
18 this can. Each BB represents the Second World War or one MX
19 missile. That is the Second World War. Let's do it again.
20 All right. Now I am going to drop in the equivalent of what
21 we have in nuclear weapons alone, not counting conventional
22 weapons. This is nuclear weapons existing today. And you
23 gentlemen want more. And I am just going to demonstrate what
24 we have today. These are Second World War. Remember. What
25 is sufficiency. When are we going to have enough.

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1 COLONEL McSHANE: Colonel Walsh did you have a
2 comment or were you just raising my attention to the Court
3 Reporter.

4 LT. COLONEL WALSH: No, sir. I just wish to
5 correct a statement made by the last speaker. And that is
6 that Honeywell does not own any interest in Tetra Tech.
7 Tetra Tech is an independent organization. And they have
8 filed a disclosure statement with the Air Force to that
9 effect.

10 MR. BERNHARDSON: How many months ago was it a
11 subsidiary of Honeywell?

12 COLONEL McSHANE: Next speaker is Kristin Sorenson.

13 MR. BERNHARDSON: How many months was Tetra Tech a
14 subsidiary of Honeywell please?

15 COLONEL McSHANE: I have recognized the next
16 speaker. Kristin Sorenson, please.

17 MS. SORENSON: I defer my testimony to Virginia
18 Miller. (Refer to Report #8)

19 COLONEL McSHANE: Next up will be Kathleen Hudak.

20 MS. MILLER: My name is Virginia Miller. I live at
21 316 Hamline in Grand Forks. The DEIS does not properly
22 address the no-action alternative. The analysis of no-action
23 boils down to a statement that quote Candidate Air Force
24 installations would continue to support existing and other
25 proposed missions unquote. The Department of Defense

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1 directive 6050.1, quote Environmental considerations in the
2 Defense Department actions requires that the EIS process
3 quote identify alternatives as to their beneficial and
4 detrimental effects on the environmental elements,
5 specifically taking into account the alternative of no-action
6 unquote.

7 Perhaps a total of one page in the entire DEIS is
8 devoted to the no-action alternative and most of that is
9 repetitive and provides no serious discussion. The viability
10 of no-action has been ignored by Congress under pressure from
11 the military industrial complex. Many vital issues raised by
12 the public have been labeled beyond the scope of the
13 hearings, such as national security policy including arms
14 control impact and war-time effects, morality, and
15 psychological impact of MX Rail Garrison deployment.

16 If these issues were given serious consideration
17 the no-action alternative would be seen as superior to the
18 other options, the proposed alternative actions. Think of
19 the jobs that would be created if \$10 to \$15 billion were
20 spent instead on education, or left within the civilian
21 economy. As a long range alternative, no-action makes a lot
22 of sense and must receive serious discussion in the final
23 EIS. In fact, a no-MX alternative, none at all, involving
24 the dismantling of the silo based MX in Wyoming should also
25 be included in the DEIS.

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1 I am opposed to the MX anywhere. We don't want or
2 need any more weapons. Remember, North Dakota is a FREEZE
3 state. That means no more nuclear weapons. We need to
4 support the disarmament process and convert to a more
5 productive economy. Let's make North Dakota a peace garden.
6 (Refer to Report #9)

7 COLONEL McSHANE: Kathleen Hudak. After that will
8 be Sarah McNarry.

9 MS. HUDAK: My name is Kathleen Hudak. I live in
10 Grand Forks at 1401 Cottonwood. I have a statement that I
11 would like to read that I have written. Some of this is a
12 little repetitive, but I am going to read it anyhow.

13 One of the many arguments that I have heard locally
14 for Rail Garrison MX is that it is going to bring jobs and
15 money to our community. And as a resident I am all for
16 economic growth. But in our rush to get our share of this
17 pie let us not overlook the fact that we, the taxpayers of
18 this community are paying for this project. We then are
19 spending our money to bring money into the community. And
20 how much are we spending. The estimates I have heard is
21 anywhere from 10 to \$15 billion. And in return in the long-
22 run what are we getting, trains which transport nothing
23 except missiles with ten warheads apiece.

24 And I have been listening all evening and I have
25 heard or read nothing that convinces me that this is a safe

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1 or wise investment for our community or for our country. The
2 fact is trains do derail. The fact is no one can give 100%
3 safety guarantee with this project.

4 I was thinking about NASA, some of the finest minds
5 in our country work for NASA. And look at Challenger. Why
6 should we believe that Rail Garrison MX would be any
7 different.

8 You have stated that no conceivable way would a
9 warhead be detonated by accident. Did the Air Force conceive
10 that its B-1 bomber could be downed by a bird. It happened.
11 And people were killed.

12 We keep hearing of jobs and money Rail Garrison
13 would bring. But what about the jobs and money that no-
14 action on Rail Garrison could bring.

15 Just along economic lines, do you know that one
16 minute US military spending would provide 14,000 monthly food
17 packages to those eligible for the WIC program. WIC, by the
18 way is a program for Women, Infants, Children. It is to give
19 children good prenatal care as well as post-prenatal care
20 until they are age five. With this kind of investment we
21 would have children who are given a good chance of being
22 healthy, productive citizens of this country. To me and many
23 others that is a real measure of national security.

24 I want to state for myself and my family and many
25 other members of the community that I am here to say no to

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1 Rail Garrison MX in this community. No thank you.

2 Furthermore I have a card here from Tetra Tech and
3 right on their card which was recently given to a member of
4 Peaceworkers it says that they are a Honeywell subsidiary.
5 And I will submit this. (Refer to #10)

6 LT. COLONEL WALSH: May I respond, please?

7 COLONEL MCSHANE: Yes.

8 LT. COLONEL WALSH: That is an old card. As I
9 indicated to the previous gentleman that Tetra Tech is an
10 independent company and now has no connection whatsoever with
11 Honeywell. And they disassociated themselves with Honeywell
12 prior to the initiation of this EIS.

13 I should also point out to you that prior to that
14 disassociation they had to file a disclosure statement to
15 conflict of interest. And there was no direct relationship
16 between the management of Honeywell and the management of
17 Tetra Tech in that either company with the other company or
18 subsidiary could influence the other. The Tetra Tech
19 management work independently of the Honeywell management.
20 But since they started this EIS they have been an independent
21 company with no association with Honeywell.

22 COLONEL MCSHANE: Do you have an approximate date
23 when that was. I think that would be helpful to the folks.

24 LT. COLONEL WALSH: It was early this year, sir.

25 COLONEL MCSHANE: Thank you. Sarah McNarry.

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1 Sarah, it looks like McNarry. M-C-N-A-R-R-Y.

2 Next is Kevin Jardine.

3 MR. JARDINE: I am Kevin Jardine from 745 West
4 Minister Abbey in Winnipeg, Manitoba. I am very happy to
5 have an opportunity to speak as a Canadian at this Hearing.

6 I am representing Project Peacenakers, which is the
7 principle church-based disarmament organization in Winnipeg.
8 We have a membership of about 212 people and contacts in 74
9 congregations throughout the city.

10 A little over 200 years ago a small country
11 revolted from the oppression of a powerful empire, charging
12 up the empire with forcing burdens upon it that it had not
13 agreed to. One of the protests was against taxation without
14 representation. I am here today as a Canadian to protest to
15 a similar oppression militarization without representation.
16 Most of the Canadian population lives within 100 miles of the
17 American border. Our lives are significantly affected by the
18 Arms Race. And yet we have not been consulted. We were not
19 consulted when Minute Man missiles were placed within a five
20 minute drive from the border of our province, Manitoba, which
21 is a nuclear weapons freeze-zone. We have not been consulted
22 about the MX Rail Garrison program, even though this program
23 allows the easy movement of MX missiles arbitrarily close to
24 our border, even across the border conceivably during the
25 time of international tension. No hearings have been held in

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1 Winnipeg and no significant reference to Canada appear in the
2 Draft of the Environmental Impact Statement. Canadians have
3 to live with nuclear weapons despite the enormous threat that
4 they present to us during the time of nuclear war.

5 If the Soviet Union were to launch a strike against
6 the already existing Minute Man missiles in North Dakota the
7 fallout would drift past the northern parameter of Winnipeg
8 killing or injuring most of the population of our province.
9 And of course of the State of North Dakota.

10 It has been pointed out by the United States
11 military that the Soviet Union would need still more weapons
12 to destroy the MX Rail Garrison system. In fact, because of
13 Soviet government has no precise information on the location
14 of the MX missiles or would have during a time of conflict,
15 they might bomb North Dakota so extensively that the state
16 would boil off the face of the globe and resulting in an
17 enormous cloud of fallout to threaten the lives of most of
18 the people of Canada.

19 I have read no discussions of these possibilities
20 in your Environmental Impact Statement. The people of Canada
21 are well aware of the threats posed by the mere presence of
22 nuclear weapons. We have become the global Belgium, a small
23 country squeezed between the two super-powers like a mouse
24 between two dinosaurs. World War III, should it happen will
25 be fought as much in the sky of Canada as on the land of

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1 Europe. That is why we have refused to allow nuclear weapons
2 on our territory. That is why half of our people live in
3 self-declared nuclear weapon freeze-zones.

4 However, despite the enormous threat of the
5 presence of these weapons pose to the people of the United
6 States and Canada, no examination of the environmental impact
7 of a Soviet nuclear strike on the Rail Garrison system can be
8 found in the Draft Environmental Impact Statement. I ask
9 that such a statement be included in the final version. I
10 also ask that such an examination extend beyond the United
11 States and include Canada and Mexico as well.

12 I am confident that such an examination would lead
13 inevitably to a nuclear freeze and then rapid reduction of
14 nuclear weapons in both the United States and the Soviet
15 Union. (Refer to Report #11)

16 COLONEL MCSHANE: James Smith.

17 COLONEL BRANCH: Can I make one comment?

18 COLONEL MCSHANE: Brief.

19 COLONEL BRANCH: We don't intend to operate our
20 trains in Canada.

21 COLONEL MCSHANE: James Smith. Apparently not
22 here. James Antas.

23 MR. ANTAS: I will defer my testimony to a business
24 man from East Grand Forks, Maury Finney. As he is coming to
25 the podium I would just like to say that as a committed

* * * * *

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1 Christian and student of the Scriptures I cannot in good
2 conscience at all support the Rail Garrison system. (Refer
3 to Report #12)

4 MR. FINNEY: I am Maury Finney from East Grand
5 Forks. M-A-U-R-Y F-I-N-N-E-Y. And I am a business man in
6 greater Grand Forks. And enjoy a good business from the
7 entire community which includes not only East Grand Forks,
8 but Grand Forks, and Grand Forks Air Force Base, and faring
9 community as well as the small town communities.

10 After some research on the Rail Garrison plan to
11 have several nuclear warheads stored in the railroad garrison
12 all in one place seems a very unsafe and destabilizing
13 proposal. I feel that considering that we have had enough
14 railroad accidents, one only last week, which injured 100
15 people, this is not the most intelligent approach to a future
16 defensive attempt.

17 First of all, doesn't this grouping of missiles in
18 trains make us an easy first rate target. Will our potential
19 enemy know when we wheel up these trains whether it is a
20 practice session or is it the real thing.

21 Don't take me wrong, I am for very -- I am very
22 supportive of economic development in our great community.
23 That includes all of us. Some of us in agriculture, and
24 retail, industrial, labor, education, and military. We are
25 all in this together. The list goes on and on. However,

* * * * *

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1 there is no reason to jeopardize our future. I feel this
2 Rail Garrison would be too destabilizing and dangerous. It
3 also would be a greater risk from false attack and accidents
4 that would be devastating to any community or base. That is
5 not just Grand Forks, any community or base.

6 I ask that more research be put into another
7 system, such as a submarine system or some other proposal
8 that will not cause any community to become such a primary
9 target for future detestation through accident or attempt.

10 In closing, if we do not have a choice, if we have
11 no choice and it is going to be built anyway, then certainly
12 lets put it in Grand Forks, as we must be as responsible as
13 any other community for the national defense danger as well
14 as economic impact. However, I want to emphasize lets not
15 jeopardize our future generations by building it. Lets go
16 for a safer system. We not only owe this to ourselves, but
17 our kids, our grandchildren, our future. Thank you.

18 COLONEL MCSHANE: We are going to conclude the
19 Proceedings at this time. Please remember that you have
20 until 31 August to submit written material to be included in
21 the transcript of the Hearing.

22 Once again, oral, hand written statements or
23 comments will be afforded equal weight. Please be assured
24 that Air Force decision makers will carefully consider each
25 viewpoint raised here tonight when deciding the alternate

* * * * *

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1 course of action on the proposal.

2 Thank you. This Public Hearing is adjourned at
3 10:05 p.m.

4 -oOo-

* * * * *

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1 STATE OF NORTH DAKOTA)
 2 COUNTY OF BARNES) REPORTER'S CERTIFICATE

3 I, Jacqueline Monson, a Registered Court Reporter,
 4 DO HEREBY CERTIFY that I recorded in shorthand the
 5 foregoing proceedings and made of record at the time and
 6 place indicated.

7 I DO HEREBY FURTHER CERTIFY that the foregoing and
 8 attached 104 typewritten pages contain an accurate
 9 transcript of my shorthand notes then and there taken.

10 Dated at Valley City, North Dakota, this 19 day
 11 of August, 1981.

12 
 13 Jacqueline Monson
 14 Court Reporter

15 *****
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BEFORE THE DEPARTMENT OF THE AIR FORCE

PUBLIC HEARING TO ACCEPT PUBLIC
COMMENTS ON THE PEACEMAKER
RAIL GARRISON BASING PROGRAM
AT LITTLE ROCK AIR FORCE
BASE, JACKSONVILLE, ARKANSAS

North Pulaaki High School
Auditorium,
Jacksonville, Arkansas,
Monday, August 1, 1988.

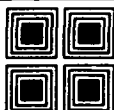
PURSUANT TO NOTICE, the above-entitled matter came on
for hearing at 7 p.m.

BEFORE:

COLONEL MICHAEL B. MCSHANE, Hearing Officer.

ALSO PRESENT:

LIEUTENANT COLONEL PETER WALSH
LIEUTENANT COLONEL GARY W. EMMONS
MAJOR JIM VAN NESS
DR. RICHARD J. KRAMER
MR. FRED S. RICKMAN



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PROCEEDINGS

HEARING OFFICER MCSHANE: Good evening.

It looks like just about everybody's back, so we'll
start with -- I'd like to have Colonel Walsh introduce the
other members of the panel, please.

LIEUTENANT COLONEL WALSH: On my immediate right is
Major Van Ness. He is a lawyer for the Air Force and he will
address issues pertaining to planned acquisition and safety.

On my far right is Lieutenant Colonel Emmons from
Headquarters, Strategic Air Command, and he will answer
questions pertaining to the operation of the system.

On my immediate left is Mr. Rickman of Tetra Tech
Corporation (sic). Tetra Tech is a company that the Air Force
has hired to prepare this draft statement. He will address
issues pertaining to the human resources.

On my far left is Dr. Kramer, also of Tetra Tech
Corporation, and he will respond to questions relating to the
physical resources.

Thank you, sir.

HEARING OFFICER MCSHANE: Thank you, Colonel Walsh.

We now turn to the question-and-answer period of
this public hearing. This time is set aside to allow you to
ask questions about the content of the briefing and the Draft
Environmental Impact Statement.

Once recognized by me, please step up to the

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1 microphone here at the front of the room since we want all
2 present to be able to hear your question or statement, plus we
3 need to have it recorded for the record.

4 Please state your name and affiliation or address
5 and then ask your question or make your statement.

6 I would like to start with Representative Doug Wood.

7 REPRESENTATIVE DOUG WOOD

8 REPRESENTATIVE WOOD: Thank you, Colonel.

9 I brought along a copy of the reprint of Governor
10 Clinton's speech at Atlanta, but I don't think I have enough
11 time to give it.

12 I'm State Representative Doug Wood and I represent
13 north Pulaski County, and I'd like to make a comment and ask a
14 question on the impact statement.

15 First of all, let me give you some of my
16 background. I'm a graduate of the University of Southern
17 California Safety Center at Norton Air Force Base; I've been
18 an Interstate Commerce Commission practitioner for 10 years;
19 and I serve as a member of the Public Transportation Committee
20 of the Arkansas House of Representatives.

21 I think that the study was inadequate on the
22 transportation impact and I would ask if there was some way we
23 could have it added.

24 Specifically there was no evaluation made of the
25 national rail system accessed by each of the candidate bases.

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1 I think an evaluation of the dispersal patterns and
2 the rail miles available in the system to each base for
3 immediate dispersal should be considered, and I think they
4 could be weighted. I think it's significant, and I think that
5 Little Rock Air Force Base by not having that evaluation is
6 unfairly discriminated against.

7 For example, of the four bases that have no
8 significant impact, only Little Rock Air Force Base does not
9 border a foreign country. And I believe that if we have
10 something that borders on a foreign country that eliminates at
11 least 180 degrees of dispersal mode or dispersal availability
12 to the national rail system.

13 I think that Little Rock Air Force Base, if you
14 count the amount of major rail systems: Union Pacific,
15 Burlington Northern, Cotton Belt, and I believe it used to be
16 the Rock Island, but I don't think something's taken its
17 place, but I think you'll find that Little Rock would compare
18 very favorably to the other four bases that have no other
19 significant environmental impact such as to warrant it for
20 consideration for this rail garrison mission.

21 In the words of our governor, I would like to say in
22 conclusion that I think you all have done an excellent job on
23 the impact statement. I have read it from cover to cover. I
24 have read the other bases that are being considered, and I
25 think that the company that did this is to be commended on a

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1 thorough and excellent job.

2 Thank you.

3 HEARING OFFICER McSHANE: Thank you.

4 The next --

5 LIEUTENANT COLONEL WALSH: Excuse me, sir.

6 HEARING OFFICER McSHANE: Yes, sir?

7 LIEUTENANT COLONEL WALSH: The issue that you raised
8 pertaining to the location of the base adjacent to a rail
9 system, a rail hub, is in fact a major consideration in the
10 final decision process.

11 This document that we have before us today only
12 identifies the environmental issues associated with deployment.

13 There are many issues that will be used in the final
14 decision on whether or not to deploy at a particular location.

15 These issues -- or these other considerations
16 besides the environmental impacts would be the cost of going
17 to a particular location, the military construction program,
18 that is, in which Little Rock performs very well.

19 We will also take into account the number of
20 personnel required to man a particular location. In this
21 case, Little Rock is slightly higher than the other bases
22 because it doesn't have the Strategic Air Command command
23 control structure already in being, so it is a little bit more
24 expensive as far as manpower is concerned.

25 It also takes into account some of the

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1 considerations that you presented: adjacency to a major rail
2 hub and geographical position within the United States.

3 All of these considerations and others will be
4 incorporated into a document which will be entitled the "Area
5 Selection Report" that will accompany the Record of Decision
6 that will be produced after this Environmental Impact
7 Statement is filed and it will explain how those other
8 considerations contributed to the final decision by the
9 President and the Secretary of Defense.

10 Thank you, sir.

11 HEARING OFFICER McSHANE: Mike Wilson.

12 REPRESENTATIVE MIKE WILSON

13 REPRESENTATIVE WILSON: Gentlemen, my name is Mike
14 Wilson. I'm a lawyer here in Jacksonville; I'm a member of
15 the Legislature; I was born here some forty-odd years ago;
16 I've lived here all my life; I intend to spend all the rest of
17 my life here.

18 I, too, represent the north Pulaski County
19 Legislature district that comprises some 65,000 or so people
20 in the north end of the county, except the City of North
21 Little Rock.

22 I have tried to listen carefully to what I hear
23 people on the streets talk about, in the coffee shops, and
24 otherwise.

25 I express to you on behalf of the people that I

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1 represent their unqualified -- with no exceptions, their
2 unqualified support for the basing of the MX at Little Rock
3 Air Force Base.

4 I have reviewed the Environmental Impact Statement
5 which you have furnished to a number of us as carefully as I
6 could. I found no error in it.

7 On behalf of the people that I speak for, and that I
8 live with, and that I'm going to continue to live with, bring
9 that program here. We want it.

10 Thank you.

11 HEARING OFFICER McSHANE: Thank you.

12 Tommy Swain.

13 MAYOR TOMMY SWAIN

14 MAYOR SWAIN: Thank you, sir.

15 I'm Tommy Swain, Mayor of the City of Jacksonville,
16 Arkansas.

17 Jacksonville, Arkansas happens to be where the
18 Little Rock Air Force Base is physically located, and we're
19 very pleased to have the Little Rock Air Force Base as a part
20 of our community.

21 My compliments, too, to the group that prepared the
22 Environmental Impact Statement. It was very, very technical.
23 As our Representative said, he read it from cover to cover.
24 He reads faster than me. It took me a long time to read it,
25 and I skipped a page now and then with a map, but I too found

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1 that it was very, very intense in its findings. Some areas in
2 the -- considering Jacksonville, I felt that we had a little
3 more pluses than was shown, but that's debatable.

4 We have in Jacksonville 29,306 residents, and as
5 mayor of this city I participated in our last program that you
6 had here at this same school some months ago.

7 I'd like to say that since we had that meeting I
8 read a letter that was addressed to the Secretary of the Air
9 Force, and at the chance of being repetitive I want to bore
10 you with it again, sir, because you were not here at that
11 time, and I'd like it in the record.

12 This was dated April 25, 1988, to the Secretary of
13 the Air Force at the Pentagon.

14 "Dear Sir: Twenty-five years ago Little Rock Air
15 Force Base in north central Arkansas was selected as a primary
16 location for the Titan II missile.

17 "We accepted and welcomed these missiles in our
18 community as a deterrent to nuclear war. The relationship
19 between the missileers and the citizens developed into one
20 strong friendship and cooperation [phonetic].

21 "The community adopted a positive attitude about
22 having these new citizens in our community and efforts were
23 made to provide adequate housing, recreational facilities, and
24 to accommodate our new neighbors' every need.

25 "In 1987, after 25 years of faithful service, the

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1 Titan II missiles were removed from this area.

2 "Now we have an opportunity to replace them with the
3 Peacekeeper Rail Garrison and this community feels proud to be
4 a part of our leadership's efforts to protect our country and
5 citizens from the aggressiveness of our enemies.

6 "I feel very strongly that we can provide adequate
7 facilities and a favorable environment for the personnel that
8 would accompany the Peacekeeper mission. I therefore request
9 that Little Rock Air Force Base be selected as the location
10 for this mission."

11 I also have a few other comments. I'd like to say
12 that after I read this letter at the previous meeting not one
13 person at that meeting that lived in the city of Jacksonville
14 spoke against the MX being here.

15 Since that meeting I've not had one person call me,
16 write me, or come to my office and tell me they did not want
17 the rail garrison in this area.

18 I also realize that we're not the only ones that
19 will be impacted by this, but --

20 HEARING OFFICER McSHANE: Mayor, as I indicated,
21 we're going to have to go with a three-minute time limit, and
22 your time is up.

23 MAYOR SWAIN: Thank you, sir. I appreciate your
24 indulgence.

25 HEARING OFFICER McSHANE: If you have further

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1 comments that you wanted to add to the record, you may do that,
2 of course.

3 MAYOR SWAIN: Thank you.

4 HEARING OFFICER McSHANE: Keith Vaughan?

5 A VOICE: He had to leave.

6 HEARING OFFICER McSHANE: All right. Thank you very
7 much.

8 For the record, Keith Vaughan is the elected City
9 Attorney from Jacksonville and he had to leave.

10 Alderman Marshall D. Smith.

11 ALDERMAN MARSHALL D. SMITH

12 ALDERMAN SMITH: Thank you, sir.

13 I'm Marshall Smith. I, myself, and nine other
14 aldermen represent the citizens of Jacksonville.

15 This is a very important mission that we would like
16 to have in Jacksonville.

17 I feel like with the cost criteria that has already
18 been mentioned at this meeting was more in detail at the
19 previous meeting, such as installation, facilities outlet, and
20 the size of the base that we have here, makes it a plus for
21 Arkansas in the central area.

22 Arkansas is centrally located in the United States
23 and Little Rock Air Force Base is centrally located in the
24 state of Arkansas, accessible from all sides as far
25 transportation.

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We feel like it would be a very plus [sic] to have this rail garrison here. I feel like with the jobs, some 300-plus jobs, and the millions of dollars promoted in the local area will stimulate the economy and at the same time bring safety and, as the sign says up here -- the slide -- the peace that we need here in our nation.

I feel like you are to be complimented on the study that you've made.

I think the bottom line here is, as far as the environmental impact, that there is very little significant impact that would happen if this comes here to Jacksonville.

We're all for it.

Thank you.

HEARING OFFICER MCSHANE: Thank you.

Lula Leonard.

LULA M. LEONARD

MS. LEONARD: I'm Lula Leonard, City Clerk-Treasurer for the City of Jacksonville.

I have lived in this city for 30 years, during which time I have seen the impact that the Little Rock Air Force Base has had on our community.

Placement of the military installation in our community has not only benefited us with protection from enemy aggression, but with residential, business, and industrial growth. It has presented us with the challenge of being a

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link in the chain of responsible citizens who have been and are now trying to keep peace in our community, our state, our nation, and our world. The leaders of this community feel that the Peacekeeper Rail Garrison program at the Little Rock Air Force Base will help us to continue in these efforts.

As an elected official, a representative of the citizens of the City of Jacksonville, I, therefore, do hereby request that the Peacekeeper Rail Garrison program be placed at the Little Rock Air Force Base.

Thank you.

HEARING OFFICER MCSHANE: Thank you.

Now, the indications that I got are that the balance of these cards are not from elected officials, and I have shuffled them. I don't think you saw me do that, but I shuffled through them several times so these are totally at random.

Ted Belden.

TED BELDEN

MR. BELDEN: Thank you, Colonel.

My name is Ted Belden. I've been in the Jacksonville area for over 14 years. I have two children that we're trying to raise here in Jacksonville. I am Chairman of the Industrial Committee of our Chamber of Commerce.

On behalf of that, I'd like to say that we would welcome the Rail Garrison missile system, if it is deployed,

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to come to the Little Rock Air Force Base.

I also am part owner of a company here in Jacksonville called Lomanco, which if you -- the rail spur that you're going to be using goes between the parking lot of our facility and the main building, and we would see no problem having you -- it being a problem. You're more than welcome to use the trainline as much as you like.

[Applause.]

HEARING OFFICER MCSHANE: Folks, as I indicated, applause and other things are just going to detract from the time available, so if you would, please abstain.

I next call on Gene Farrell -- or Farrell Gene. Have you got your last name first or --

GENE FARRELL

MR. FARRELL: DEIS officials and fellow citizens, my name is Gene Farrell. I live at 801 North Monroe, Little Rock. I have lived here for six years. I'm a student at UALR, and a representative member of the Coalition for Peace and Justice, and also a nurse at St. Vincent's Infirmary in Little Rock.

I want to make a brief statement in opposition to a further buildup of the MX missile in general and in particular to having them based here in Arkansas.

I believe the production and deployment of the MX missile is a step backward in recent advances towards nuclear disarmament which came about when President Reagan and

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Secretary Gorbachev signed the INF treaty.

There is an abounding and undeniable scientific documentation which attests to the fact that the MX is basically an obsolete weapon system, that its only purpose is to pad the pockets of the military contractors which are now finally under semiserious investigation regarding their procurement practices, or to make the chosen basing site a more vulnerable target in the event of a nuclear weapons exchange.

I have reviewed the lengthy Draft Environmental Impact Statement as well prepared with obvious conflict of interests by the US -- I seem to believe, by the US Air Force and I remain unconvinced intellectually and ethically that this so-called peacekeeper will actually be safe based on railcars on our shaky tracks or will serve to promote peace, being in fact an offensive weapon in the militaristic scenario.

I feel the strong desire by the government and local officials to base this system here in Jacksonville, Arkansas is politically motivated to try to bring an economic boost to this area which is suffering from serious environmental hazards from former ill-advised military investments.

Money and profitmaking should not be a priority here, and basing the MX in Jacksonville does not promote a safe, healthy, nor peaceful community for the residents.

I'm about to become a father at Christmas, God

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1 willing, and I do not want to raise my children in a state
2 where missiles to annihilate life are stationed and
3 rationalized as instruments of peace. I don't know how I
4 would explain that contradiction to my child and I don't
5 believe I could.

6 I'd also, further, like to ask a question. What is
7 the environmental impact of not deploying the MX? What is the
8 environmental impact of alternative deployment methods, such
9 as, but not limited to, the 30-plus basing modes examined over
10 the past 25 years? What would be the environmental impact to
11 this community and to this state? What will be the impact on
12 tourism in this state?

13 And what will be the impact of the measures
14 necessary to handle increased traffic on roadways and railways
15 in this community and throughout this state?

16 What is the environmental impact of building an
17 antiballistic missile system in order to protect the MX
18 rail-based garrison?

19 What security measures will be implemented to
20 protect the MX? And what security measures on railway
21 properties are to be under military command? If not the
22 military, who will control the railway security network? What
23 will be the MX's impact on local police authorities? And what
24 powers will the local military security commander's have?
25 Will any security commander or subordinate have the power to

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71 1 automatically detain and search persons --

2 HEARING OFFICER MCSHANE: Mr. Farrell, time.

3 MR. FARRELL: Thank you.

4 HEARING OFFICER MCSHANE: Colonel Walsh, do you have
5 answers to those questions?

6 LIEUTENANT COLONEL WALSH: I have attempted to write
7 down as many of those as I could. I think I can answer most
8 of those.

9 First of all, the environmental consequences --

10 MR. MOUROT: Point of order --

11 LIEUTENANT COLONEL WALSH: -- of not deploying this
12 system are identified within the document under the title of
13 "Existing and Future Baseline," so it is already available to
14 you.

15 Second, the Congress has specifically asked the
16 President to propose a small survival basing mode and,
17 further, directing that we prepare an EIS on that basing mode,
18 so the Air Force has no requirement to compare the impacts of
19 the Peacekeeper Rail Garrison with any of the other 30 modes
20 that were considered.

21 As far as the transportation effects, I think they
22 have been fully explained under Transportation Resources.

23 Your question with respect to the antiballistic
24 missile, I should point out to you that this system mode
25 [phonetic] needs no such protection. In fact it ensures its

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1 survivability through its mobility so the Soviet target here
2 would be unable to know precisely where the train is. Not
3 knowing where the train is, he cannot successfully attack it.
4 Knowing he cannot successfully attack it and knowing it will
5 survive to unleash unacceptable damage on him, he won't attack
6 in the first place.

7 And with respect to your security questions, I need
8 to emphasize here that there will be no change, no denial of
9 the rights of the persons or personnel the -- none of their
10 civil rights, that is.

11 That it is our intent to use local jurisdictions to
12 provide security as appropriate. That the military personnel
13 will only provide security on the rail carriage itself to
14 ensure no unauthorized entry to the carriage.

15 I will not spell out what those security measures
16 will be for obvious reasons. There is no sense in giving aid,
17 comfort to a potential enemy or saboteur.

18 Thank you very much, sir.

19 HEARING OFFICER MCSHANE: Tom Brooks.

20 TOM BROOKS

21 MR. BROOKS: Thank you, Mr. Chairman.

22 My name is Tom Brooks and I'm from Sherwood.

23 Sherwood is about five miles south of here, and has
24 15,000 folks in it.

25 In Sherwood I'm a licensed insurance agent. I'm

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1 also a past president of the Chamber of Commerce, past
2 president of the Arkansas Jaycees, and past president of the
3 Sherwood Kawanis.

4 I say that because I come in contact with a great
5 number of people and I, like the mayor of Jacksonville, have
6 found no one who opposes the basing of this rail garrison
7 Peacekeeper missile here.

8 I think it's aptly named. I want you to build it
9 here not just because it's good for the economy, but because
10 it's good for peace and it's good for America.

11 You know, what price do we have to pay for freedom?
12 And I think this is a rhetorical environmental question.

13 Students of history would do well to look back to
14 Neville Chamberlain, back right prior to World War II. A good
15 student of history will remember -- and they may have seen
16 pictures of when Neville Chamberlain got back from his meeting
17 with Adolf Hitler. He told the world at that time that "We
18 have peace, peace in our time." And he had signed a treaty
19 with Hitler that England would not build additional weapons
20 and, of course, France was well-involved in the same thing.
21 Everyone knows what happened there. We had the most
22 devastating war we'd ever had.

23 I think that is an environmental concern because I
24 would a lot more like to see a system built that would keep
25 someone from making an attack than I would to have to see what

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happens when we're not adequately prepared.

Certainly the jobs are important to us here in central Arkansas. Certainly they are secondary to the overall goal of making peace a lifetime thing, and I think people who oppose it are very sincere in that endeavor, but I think somewhat naive. And if they would study history a little bit they would know that only through an adequate system of good defense will our children and our grandchildren be able to enjoy those lives -- the life we have had for the last few years.

I thank y'all very much.

HEARING OFFICER McSHANE: Thank you.

William Stead.

WILLIAM W. STEAD

DR. STEAD: I'm Dr. William Stead from Little Rock. I live at 1701 Westpark Drive.

The question I would like to pose is: How does deploying 50 more MX missiles fit in with the President's efforts to pull back -- begin to pull back from this suicidal arms race?

And the second is: How can the missiles possibly be safe on a rail system that is fraught with safety problems all of the time, with major accidents, multiple people killed, where there is adequate documentation of use of drugs by the railroad personnel.

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This seems like just putting this thing out there as a sitting duck.

Thank you.

HEARING OFFICER McSHANE: Colonel Walsh, would you like to answer?

LIEUTENANT COLONEL WALSH: Thank you, sir.

With respect to how this fits in with President Reagan's proposal, first of all I should point out to you that it was only through the deployment of the Pershing and Cruise missiles in Europe they were able to bring the Soviet Union to bargain, and eventually result in the INF Treaty.

Before that time, before we had deployed that system, the Soviets had refused to negotiate. It was only after we had actually deployed the missiles that they actually came to the table and we were able to achieve that one breakthrough.

Likewise, for us to unilaterally decide not to go ahead and deploy and to modernize our missiles would mean that the Soviets have no reason to come to the bargaining table.

Our present inventory of missiles is between 25 to 20 years old and is of a technology of the 1950's so it needs to be replaced. Also by replacing it, we hope to encourage the Soviet Union to come to the bargaining table so we could eliminate at least a portion of this destructive force.

Now, with respect to whether the Peacekeeper can be

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safe on the rail system or not, first of all we acknowledge in our analyses that there is a chance for accidents, and we acknowledge that just due to just normal rail operations there could be between -- about three fatalities and up to 16 incapacitations.

We also identified some of the actions that the Air Force has been taking to ensure that number was kept as low as possible. We felt that the numbers would actually be lower than that which was reported in the BIS.

We also feel that the limited movement of the missile or of the missile cars on the rail track will minimize their exposure to the general public, that they will only be moved on the national rail net when there is a crisis or a time of national need, so the time of exposure is very limited.

But, even so, the BIS did acknowledge that there is a possibility that during that brief time of exposure there could in fact be an accident, and there is a very remote possibility that there could be an accident where you could have ignition or explosion of the missile.

And in our analyses we have identified what the potential consequences of such an accident might be so the decisionmaker would be fully aware of that.

We also emphasize in our analyses that there could be -- could be no possibility of release of plutonium because of the makeup of the reentry vehicle. So even though we may

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have an accident, even though we may have an ignition of the missile propellant, that we would have no danger from the release of plutonium.

But, on the other hand, in the BIS itself we also identify what the impacts could be if there was such a release, so we have not tried to whitewash the safety aspects of the operation. We have tried to lay them out, as required by law, so that the decisionmaker is fully aware of what the potential consequences could be of the operation of the system on the national rail net.

Thank you, sir.

HEARING OFFICER McSHANE: Nicholas Kohut.

NICHOLAS KOHUT

MR. KOHUT: Colonel, my name is Nick Kohut, and I am a manager of one of the local industries here in the area. I live in North Little Rock, about 10 miles away. I have worked in the Jacksonville area for about six years now. I spend a significant portion of my waking life in the Jacksonville area and feel that I have a right to speak on the Peacekeeper issue.

I'm here to register my personal support in what I also believe to be the overwhelming business community's support for the Peacekeeper mission in the Jacksonville area. This is based on my conversations with a number of other industry managers.

I want to be sure that the Air Force recognizes the

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support and rapport the Jacksonville community has with the existing Little Rock Air Force Base and its missions.

All of the Air Force personnel that I have talked to have indicated that the relationship between the Base and the community is among the best that they have been exposed to in their careers.

The Jacksonville area has recently lost several key industries reducing our employment by between 500 and 1000 people. The Peacekeeper Garrison will partially alleviate the economic problems in the community resulting from the loss of these jobs.

However, jobs are not the important issue here. The issue is the need for the Peacekeeper Garrison to help strengthen our national defense.

To those opposed to the Peacekeeper I would ask one question: If it's the wrong basing mode, why are the Soviets deploying a similar type of system?

I appreciate the thoroughness that the Air Force has gone through in the development of the Environmental Impact Statement and I want to state for the record my personal support for the Peacekeeper mission. I hope that you will select the Little Rock Air Force Base as a finalist for the basing of the Peacekeeper.

I have one major concern that I would like to add, and I would hope that the rail beds themselves would be fully

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evaluated, and improved, and tested to make sure that everyone in the community is comfortable with your efforts in this area.

Thank you.

HEARING OFFICER McSHANE: Thank you.

James Meddness.

JAMES MEDDNESS

MR. MEDDNESS: Colonel McShane and gentlemen, I am a businessman in the local community here. I've been here 30 years, and I really speak for nobody except myself.

We have a community here that has got -- this local community generally supports this program.

First, I'd like to express my thanks to our system of government and you gentlemen in particular for allowing the citizens of this country to comment, both pro and con, on this.

We have opponents to this system. The complete Kremlin is opposed to this system, and we have opponents in our country to this system, but I'd like you to answer the question, if you have an answer to it, how much public input did Gorbachev give the Russian citizens to whether he was going to base a system like this to wage war against us?

We need the system. We'll live in Jacksonville without any additional money from any of you people anywhere. We're going to survive quite well. We're a sturdy people, and we'll make it. But we need this system, and if you don't put it in Jacksonville and you think there's enough of us in

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Jacksonville that don't want it, for God's sake take it and put it somewhere. Our children, our grandchildren need this protection.

Whether our opponents to the system, from the Kremlin all the way back to us, believe we need the system or not, we need it.

Any nation that has totally disarmed itself has turned into a nation of slaves. There has never been a nation that has been conquered by Communism, and there's 43 of them since the second World War, with one exception -- there's only one country that has come back and has any form of freedom left in it.

If our opponents want this bad enough, and we're scared enough of this system, for God's sake take it out of our community, but put it somewhere.

Do something. Don't sit on your behind and not protect the country. We need the protection, even though we have people among us that they probably are doing it in good faith, but ignorance is really no excuse when it turns into slavery.

Gentlemen, I thank you for hearing my side of it.

HEARING OFFICER McSHANE: Thank you.

Jerry Halsell.

JERRY HALSELL

MR. HALSELL: I'm Jerry Halsell, Director of

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Industrial Development for Jacksonville. I'm here tonight to speak on behalf of the Commerce Corporation of Jacksonville.

We, the Jacksonville Commerce Corporation, are dedicated to the industrial growth and economic well-being of our community and recognizing both the national military importance and the local economic impact.

Whereas, as taxpayers we recognize that the rail garrisoned Peacekeeper system provides the best return on our military deterrent tax dollars.

Now, therefore, be it resolved that the Jacksonville Commerce Corporation of the City of Jacksonville supports and endorses the selection of Little Rock Air Force Base for the deployment of the Rail Garrison Peacekeeper missile, and strongly urges the officials of the Strategic Air Command to view Little Rock Air Force Base as a favorable prospect for this system.

Thank you.

HEARING OFFICER McSHANE: Thank you.

Jon Mourot. Did I pronounce that right?

MR. MOUROT: Yes.

JON MOUROT

MR. MOUROT: I'm Jon Mourot, and I'm one of a dozen attorneys across the country associated with and working with the National Campaign to Stop the MX.

Now is not the time for you to be taking up public

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time to address, or comment, or give rah-rah speeches for the MX, or tell why the Russians are at the negotiating table.

According to the National Environmental Protection Act the purpose of this hearing is to elicit public comment on the deficiencies of this Statement and for no other purpose.

I'm here to list a few deficiencies of this statement.

I would appreciate it if Lieutenant Colonel Walsh does not take up any more public time.

HEARING OFFICER McSHANE: He has been answering questions.

MR. MOUROT: He has also --

HEARING OFFICER McSHANE: Proceed.

MR. MOUROT: The record will reflect what he has been doing.

I'm going to proceed with a checklist of issues that were either ignored in the Draft Environmental Impact Statement or were not adequately addressed, giving glib responses.

Will any security commander or subordinate have the power to automatically detain or search persons found on the railroad right-of-ways as may be done on military reservations? Will homes and properties immediately adjacent to the right-of-ways be subject to unannounced searches and/or systematic observation?

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Will plainclothed or secret agents be stationed in towns, villages, or at other intervals along MX rail lines for security purposes?

Will persons living near the MX routes be advised that their activities are subject to systematic monitoring?

Will deployment of the MX result in the establishment of a network of secret police across the dispersal area? Will there be Congressional oversight of this security network? In view of the recent FBI disregard for civil liberties, is it reasonable to ask citizens to allow the formation and widespread deployment of another secret security organization? To what uses, other than the MX railway security, will the security network be utilized? What additional security measures will be taken to prevent sabotage or acts of terrorism? What is the environmental impact of these safeguards on the affected areas? These issues were neglected in the Draft Environmental Impact Statement.

The No Action Alternative has been properly considered within the DEIS in terms of nationwide economic impact, for instance Section 4.1.1. The job creation potential of the two rail garrison actions is discussed ignoring that No Action would also create a certain number of jobs. How many jobs would be created if \$10 billion to \$15 billion was spent on education instead of the military. How

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many jobs, on the average, would be created if money remained in the civilian economy rather than being taxed for use by the military?

The Reagan administration was known to have had at least four MX basing modes under active consideration prior to selecting the rail garrison mode in December of 1986. Why haven't any of these other alternatives been included in the DEIS?

Why not a No MX Alternative? In other words, include an alternative for getting rid of, dismantling, the 50 silo-based MX currently deployed is an option. Such an option might make sense as part of the deep reductions being pursued in the President's START negotiations.

Descriptions of the Proposed Action fails to specify whether its 50 MX missiles would be the ones currently deployed in silos at F.E. Warren Air Force Base --

HEARING OFFICER McSHANE: Time, Mr. Mourot.

Colonel Walsh, apparently Mr. Mourot does not want answers to those questions, I took his statement to mean: is that correct, at this time?

MR. MOUROT: Right. They properly belong in the Final Environmental Impact Statement.

HEARING OFFICER McSHANE: As Colonel Walsh indicated and as I indicated, those questions must be addressed in the Final Statement, and they will be addressed there.

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MR. MOUROT: Thank you.

LIEUTENANT COLONEL WALSH: Sir, there may be other people in the audience that might like to hear the answers to some of the questions that have raised.

MR. MOUROT: In response to that, let them ask their own questions; take up their own three minutes.

I want the responses to my questions in the Final Environmental Impact Statement, not now.

HEARING OFFICER McSHANE: Did you provide a copy of that to the court reporter?

MR. MOUROT: Yes.

HEARING OFFICER McSHANE: Thank you.

LIEUTENANT COLONEL WALSH: Shall I answer him, sir?

HEARING OFFICER McSHANE: No, sir, we'll go on.

And if any of those questions did raise similar concerns of folks who do want them answered, they can ask the question later.

Susan Zornek.

SUSAN ZORNEK

MS. ZORNEK: My name is Susan Zornek, and I'm a member of the North Arkansas Central Greens Committee.

A couple of things, while I'm opposed to MX of any form or any kind of nuclear weapons, because as far as I'm concerned there is really no good alternative to -- if the nuclear weapon is to blow up, I mean, we're all going to die.

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1 A couple of things that you mentioned that I would
2 like addressed possibly later on. The fact that you talked
3 about Damascus, Arkansas and the Titan that blew up and the
4 fact that the warhead did not blow up, people have won suits
5 against the government for the propellants that were emitted.
6 There were people that were harmed by the propellants.

7 I live in an area that's a very high karst area and
8 the ground seepage is so that if that happened up where I
9 live, that we would get these propellants in our water
10 system. Most of us are on wellwater, and I was just kind of
11 wondering what is your effects -- or what are your plans if
12 that happened up there in north Arkansas?

13 Some of the other issues that were concerning me,
14 the descriptions of the Proposed Action fails to specify
15 whether the 50 MX missiles would be the ones currently
16 deployed in silos at F.E. Warren Air Force Base or whether
17 these would be 50 new missiles. If new missiles are involved,
18 why aren't these costs included in the table listing Rail
19 Garrison Expenditures? If missiles are to be taken from the
20 silos, why isn't the impact of this included under when
21 discussing Warren Air Force Base, including the silo
22 operations jobs lost?

23 Thank you.

24 HEARING OFFICER McSHANE: Colonel Walsh?

25 LIEUTENANT COLONEL WALSH: In the EIS we do refer to

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1 the Damascus incident. I should point out to you that the
2 Damascus incident was due to the explosion of the now obsolete
3 missile, that there was no release of plutonium, and that's
4 the only reason that we cited that incident.

5 We did not cite that incident to suggest that there
6 would be no toxic fumes released. And we have acknowledged
7 that in the possibility of an accident where there was an
8 ignition of propellant that there could be toxic fumes
9 released that could be harmful to people in the immediate
10 vicinity.

11 However, I should point out that with the solid
12 propellant if there was an explosion, it would remain in
13 chunks. It would not go down into the groundwater table. It
14 could be merely picked up.

15 I should also point out that the Air Force would be
16 responsible for any damage incurred and would have to pay
17 recompense to those people impacted.

18 With respect to your question on Proposed Action,
19 perhaps it is a deficiency in our document that we did not
20 specify where those missiles were coming from. The answer is
21 that on the Proposed Action the 50 missiles are in fact new
22 missiles. On the Alternative proposal, they will have 50 new
23 missiles and 50 missiles that would be removed from the silos
24 at F.E. Warren.

25 I should emphasize to you that in the Alternative

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1 Action for F.E. Warren we did in fact consider the removal of
2 the missiles from the silos, the environmental consequences of
3 that action.

4 Thank you very much, ma'am.

5 HEARING OFFICER McSHANE: Eliz Bass.

6 ELIZ BASS

7 MS. BASS: Good afternoon.

8 I'm very pleased to be here, to be a public voice as
9 a taxpayer and as a proud American.

10 My theme tonight is: Stop and think. The railroads
11 within the United State has developed over a period of time.
12 They unite people; they transport supplies, services, goods,
13 and grains, and food; they are the network and the backbone of
14 our industrial nation. This transportation system aids in our
15 development as a nation.

16 We feel safe and secure with our railroad system.
17 Let's preserve our transportation system. Let's not make it a
18 toy of the military. I say take the toys away from the boys.
19 Take the toys away from the boys.

20 It reminds me of a child playing with a little train
21 set in the backyard. Oh, yes, they want to travel and carry
22 little bombs across our transportation system, and I as a
23 person within the United State say no. I say no to the
24 military.

25 It's a poor idea. I find it outrageous and quite

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1 ridiculous.

2 I say stop and think. Think about what we are doing.

3 I'd also like to address a few questions.

4 Descriptions of the Proposed Action fails to specify
5 whether it's 50 MX missiles would be the ones currently
6 deployed in silos at F.E. Warren Air Force Base, or whether
7 these would be 50 new missiles. If new missiles are involved,
8 why aren't these costs included in the table listing Rail
9 Garrison Expenditures? If missiles are taken away from silos,
10 why isn't this impact included under when discussing the
11 Warren Air Force Base?

12 Similarly, the Alternative Action fails to discuss
13 the impact of closing down the silos at Warren Air Force Base.

14 Under the heading "Purpose and Need," the Air Force
15 implies its proposed actions will enhance deterrence.

16 Deterrence is defined as "having sufficient military strength
17 and the perceived willingness to use that strength after an
18 enemy attack to inflict unacceptable damage to the enemy, thus
19 inhibiting them from striking in the first place."

20 According to the data from the Congressional Budget
21 Office, November of 1987, approximately 3,700 US nuclear
22 weapons would endure even a Soviet "bolt from the blue"
23 surprise attack, while roughly 8,200 US nuclear weapons would
24 remain if there was enough warning time to alert our Strategic
25 forces. Doesn't this constitute "sufficient military

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34 | strength?"

2 | Thank you very much.

3 | HEARING OFFICER McSHANE: Thank you, ma'am.

4 | Louise Wanger?

5 | [No response.]

6 | Louise Wanger, W-a-n-g-e-r. I may not be

7 | pronouncing it correctly.

8 | [No response.]

9 | For the record, apparently Louise Wanger is not here.

10 | Kathryn Kappus-Beattie.

11 | KATHRYN KAPPUS-BEATTIE

12 | MRS. KAPPUS-BEATTIE: My name is Kathryn

13 | Kappus-Beattie. I live in north central Arkansas.

35 | I also am opposed to nuclear weapons. I don't think

15 | that they have a place in our society. As far as the issues

16 | against the MX, the trains will have "appropriately armed"

17 | security personnel. What dangers might this pose to civilians

18 | living or traveling near the tracks who might be misidentified

19 | as a threat to the train? Will the security personnel on

36 | trains be authorized to use force or make arrests if

21 | protestors are encountered? Will trains be authorized to run

22 | over protestors?

37 | In addition to the MX train shelters, each base is

24 | to have a "400-foot long attached shelter" which "would house

25 | supplemental railcars." What is the purpose of these cars?

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38 | Is the purchase price of the "supplemental railcars" included

2 | in the overall cost estimates of the program? How many cars

3 | will be able to fit inside the shelter? If these extra cars

4 | are to disguise MX trains, note that the average freight train

39 | length in 1985 was nearly 72 cars, which would come out to be

5 | approximately 250 supplemental cars at a four-train garrison.

6 |

40 | Another thing was that the dollars spent was on the

7 | 1986. Are you planning to update that? Obviously they've

8 | already been increased because of the cost -- inflation.

9 |

10 | It is claimed that the trains will be "completely

11 | tested ... prior to deployment." However, the MX program does

12 | not have a particularly good record in this regard to date.

13 | MX missile guidance systems continue to malfunction. MX

14 | flight tests have not yet to be completed, though nearly all

15 | the missiles have been deployed, and the missile manufacturing

16 | plant in Utah has been cited for safety violations. Why

17 | should citizens believe the MX Rail Garrison program will be

18 | conducted any better?

41 |

19 | According to a March 21, 1988, House Armed Services

20 | Committee report, "The critical design review prior to

21 | initiation of rail garrison production is scheduled for early

22 | 1990, well into the canister (simulated) launch test program

23 | but more than a year before the first five live missile flight

24 | tests. Finally, initial operating capability is scheduled to

25 | occur after only two live flight tests."

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41 | It seems that while the MX trains might be

2 | completely tested before they are deployed, the missiles they

3 | carry will not.

4 |

5 | The DEIS indicates that rail garrison basing is

6 | needed for "complicating the enemy's targeting task." A

7 | spokesman for the US Air Force's Ballistic Missile Office was

8 | quoted in a March 1988 newspaper article as saying, "Enemies

9 | would not have to use up more weapons to try to destroy (MX

10 | trains)."

11 | HEARING OFFICER McSHANE: Time, ma'am.

12 | Ray Johnson?

13 | LIEUTENANT COLONEL WALSH: Excuse me, sir.

14 | HEARING OFFICER McSHANE: Yes, sir.

15 | LIEUTENANT COLONEL WALSH: There were some questions

16 | that were asked by the lady. In response to them, there is no

17 | attempt to disguise the train. We acknowledge that there was

18 | a discrepancy in the lengths of the train from those that you

19 | normally see.

20 | However, we should point out to you that even if

21 | someone were to identify the train and go into operational

22 | mode, by the time that that information was made available to

23 | anyone in the Soviet Union so that he could use that

24 | information to retarget their missiles, the train would no

25 | longer be in that location. So it relies on its mobility for

its survivability.

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1 |

2 | The second question you asked was about 1986 dollars.

3 | That is a tool used by economists in doing analyses so that we

4 | are comparing apples and apples. So we do everything in the

5 | cost of the dollar so that we have a -- can compare what the

6 | impacts are at each location. And in fact Congress uses this

7 | tool to look at the cost growth in a system.

8 |

9 | Actually there's going to be some cost growth due to

10 | inflation, but you want to make sure that you can detect any

11 | cost growth to, say, mismanagement of a system, so you use the

12 | base year dollars as a comparison as to what the cost of the

13 | system is.

14 | You also suggest that there are some problems with

15 | the missiles. I can point out to you that we have had 17 very

16 | successful test flights of the Peacekeeper missile, and that

17 | they have performed beyond our expectations in their accuracy.

18 |

19 | What you have heard in the news media has been some

20 | concerns raised by the Air Force over the capabilities of the

21 | manufacture of the inertial measurement unit to produce those

22 | units in a timely manner. We had difficulty transferring from

23 | an R&D -- a research and development mode to a production

24 | mode. That's where the problems lay. It is my understanding

25 | now that he has made that transition and now is almost back on

schedule.

The other point that I should make to you is that

having tested the Peacekeeper missile and its canister, there

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1 is very little difference now between launching it out of a
2 silo and launching it from a missile carriage. In fact, we
3 already have the technology for building missile carriages, so
4 there isn't that much that has to be done in the research and
5 development area before we can deploy the system.

6 Thank you very much.

7 HEARING OFFICER McSHANE: Ray Johnson.

8 RAY JOHNSON

9 MR. JOHNSON: Thank you, Colonel.

10 My name is Ray Johnson, and I live in Sherwood. I
11 am president of the Homebuilders' Association of Greater
12 Little Rock. We have 514 members, and we want to go on record
13 as supporting the missile system coming to Little Rock Air
14 Force Base.

15 Thank you.

16 HEARING OFFICER McSHANE: Thank you.

17 Bill Gwatney? I hope I got that right.

18 BILL GWATNEY

19 MR. GWATNEY: Thank you, Colonel, for being here
20 tonight and giving us the opportunity to express our views on
21 the Peacekeeper missile and the prospect of it being deployed
22 at the Little Rock Air Force Base.

23 Without a strong defense, our country could not
24 enjoy the many freedoms that we have, one of which we are
25 exercising tonight.

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1 For the record, my name is Bill Gwatney. I am a
2 homeowner in Jacksonville, I work in Jacksonville, and I am
3 proud that the Little Rock Air Force Base is a part of our
4 local community.

5 I encourage all people with an opposing viewpoint to
6 state if they live in Jacksonville, work in Jacksonville, if
7 they own a home in Jacksonville, or if they've ever been here
8 before tonight.

9 I have lived in Jacksonville for 28 years. The
10 Little Rock Air Force Base has been here even longer.

11 Never in the time I have lived in Jacksonville did I
12 not feel safe and secure because the Little Rock Air Force
13 Base was just miles from my home. Rather, I have been more
14 secure and reassured because I know the Little Rock Air Force
15 Base and their people are working night and day to protect my
16 rights and freedoms as an American citizen.

17 The Little Rock Air Force Base is not and has never
18 been an environmental risk to this community. Rather, the
19 Little Rock Air Force Base has been a positive impact on our
20 community. The men and women stationed here become a part of
21 our community. They contribute professionally, civically, and
22 socially to our community. Many retire here and make it their
23 permanent home. These people contribute their knowledge and
24 abilities in constructive manners to help our community.

25 The ones that move on remain a part of Jacksonville

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1 by their impact they make while living here and the lasting
2 impression they leave behind.

3 I would welcome any additional military personnel
4 into our community anytime regardless of their mission.

5 The Peacekeeper, if deployed at the Little Rock Air
6 Force Base, would be right here in the heart of Jacksonville.

7 I live here and encourage the deciding officials to
8 choose the Little Rock Air Force Base.

9 There is an able and willing workforce able to
10 construct any buildings necessary; our utilities can handle
11 the additional personnel; our highway system can handle any
12 additional personnel; and our rail system is nearby and
13 available. In Jacksonville and in central Arkansas there is
14 considerable affordable housing to accommodate additional
15 troops. Jacksonville is willing and able to assist the United
16 States government.

17 Knowing that there is no significant impact at the
18 Little Rock Air Force Base, I have one question: When will
19 the decision be final, and what steps can Jacksonville take to
20 be prepared to help the United States Air Force deploy the
21 Peacekeeper at the Little Rock Air Force Base?

22 Thank you.

23 HEARING OFFICER McSHANE: Colonel Walsh, can you
24 answer that?

25 LIEUTENANT COLONEL WALSH: The Congress is in the

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1 process of passing a bill in which they would put \$250 million
2 into the Peacekeeper Rail Garrison program for research and
3 development next year, and \$250 million into the Small ICBM
4 program. They have also fenced an additional \$250 million.

5 It is the intent of Congress that in conjunction or
6 in coordination with the new administration they will make a
7 decision on which missile system to proceed with, and that
8 decision will be made next March. At that time the system
9 that they will select would get that extra \$250 million that
10 we fenced, so that Congress has targeted next March as the
11 final decision time for this -- which basing mode or which
12 missile system they are going to proceed with.

13 Thank you, sir.

14 HEARING OFFICER McSHANE: Dub Myers.

15 DUB MYERS

16 MR. MYERS: Good evening, Colonel. Good evening,
17 gentlemen.

18 I just happen to be a local citizen here. Also I'm
19 president of the Chamber of Commerce, and we have over 600
20 members.

21 Me, like the mayor and several other people, I've
22 never heard one individual out of all of our people, every
23 [sic] say any unkind word about the MX missile being located
24 in the Jacksonville area.

25 I'm like Bill Gwatney, you know, I don't hear very

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1 many people standing up here and saying, "I own property in
2 Jacksonville," or, "I own a home in Jacksonville," or, "I
3 raise my children here."

4 And my grandkids just happen to be here now visiting
5 me, and, you know, it's a damn good place to live. And I
6 don't know why a lot of other people don't move on out here
7 and join us, rather than saying something that might be
8 derogatory to us.

9 The other thing, we're talking about a train, and
10 we're talking about accidents, and everything and, sir, I hate
11 to admit that I drove out here tonight. I sure as hell didn't
12 walk. Many people are killed every minute in automobiles, and
13 you talk about the rails -- people are killed in everything
14 they do. They're killed in airplanes, and everything, and
15 there is a certain amount of risking that you have to have.

16 There's a risk in war. I don't know if anybody else
17 around here did it or not, but I served in the Korean War. I
18 had a daughter that was 21 days old before I ever knew I was a
19 father. She was eight months old before I ever saw her. I'm
20 damn glad that I defended my country by serving my country in
21 a foreign country. I'm proud to be a veteran. I'm also proud
22 to be the president of the Chamber of Commerce.

23 The other thing I'd like to say is that deterrent,
24 I've always heard, is the greatest thing we need to protect
25 ourselves so we don't go on having any more wars. I believe

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1 in that deterrent.

2 I also believe in the MX missile. I know that
3 there's some people that don't agree with me, and that's
4 perfectly their right. That's why I fought, for everybody to
5 have whatever they want to say whether it's good, bad, or
6 indifferent about any situation, but for me, and my house, and
7 my group of people, we believe in the MX missile.

8 We welcome you to move into Jacksonville anytime.
9 We're 600 strong in the Chamber, and with open arms we'll
10 welcome you.

11 Also, I like to say one other thing. My grandson
12 happens to be here today and we were talking about this, and I
13 let him read some of this stuff. And you know what he said?
14 He said, "Granddaddy, it appears to me the greatest thing we
15 need to do is to be damn sure we're ready in case the balloon
16 ever goes up."

17 And the way we're ready is to defend our country and
18 be strong so that those people, wherever they might be,
19 understands what they're getting into when they face us.

20 The MX missile is needed. It's a must for our
21 country.

22 And when it comes to money, it's minute. I've never
23 seen the value of a human life yet. Not one [sic] have we
24 ever said how much it costs to live or how much it costs to
25 die. If we lose just one, we don't know what we've lost, but

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1 if we spend billions of dollars and we save 10 lives, no
2 telling how much money we've saved in the long run because
3 those people might make this a better place to live.

4 Thank you very much.

5 Your impact statement is wonderful.

6 Just come on down to Jacksonville and we'll give you
7 a hurrah, and we're glad to have the MX missile and all the
8 trains you want to bring by.

9 Thank you, sir.

10 HEARING OFFICER McSHANE: Fred Deveau.

11 FRED DEVEAU

12 MR. DEVEAU: My name is Fred Deveau, and I live at
13 1602 Green Mountain Drive in Little Rock.

14 I'd like to say that I am opposed to the MX Rail
15 Garrison system.

16 I'd also like to state here, after listening to some
17 of these statements, that I am a veteran. I have served over
18 eight years in the United States Navy. I was assigned to a
19 nuclear power guided missile cruiser that was capable of
20 carrying nuclear weapons. I also maintained the Trident
21 submarines that housed 24 nuclear-tipped missiles.

22 I think that's more than enough deterrents,
23 although, personally, I feel that we shouldn't have anything
24 at all. It's
25 just such a waste, really. It's just a waste.

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1 You mentioned before in one of your answers that the
2 MX trains will not be disguised and that if they are spotted,
3 that by the time the word gets back to the Soviet Union, or
4 whoever our enemy is at the time, that it'd be long gone.

5 Well, I'd like to know just how fast they can travel
6 in the six minutes or less that it would take for a Soviet
7 missile to travel from the mainland Soviet Union to here, to
8 the United States, or even less time if we're talking about a
9 submarine-launched guided missile. It won't take very long at
10 all, especially when you consider the size of the warheads
11 that the Soviets would be using. They don't even have to come
12 near the missile -- or come near the MX train. They just have
13 to just kind of target in the general vicinity.

14 The submarine fleet spends millions and millions of
15 dollars -- billions of dollars keeping their submarines quiet,
16 making their submarines dive deeper so they're not detected,
17 and here you have a train that's running around advertising
18 where it's at. And I think that's really silly. That's just
19 stupid, that's stupid.

20 I'd like to also read off some other concerns that I
21 have. The Draft Environmental Impact Statement indicates that
22 Rail Garrison basing is needed for "complicating the enemy's
23 targeting task." A spokesman for the Air Force's Ballistic
24 Missile Office was quoted on March 16th saying, "Enemies would
25 have to use up more weapons to try destroy [MX trains]."

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1 Isn't this just another way of saying that towns and cities
2 along MX train routes could expect to become targets in a
3 nuclear war?

4 It is claimed that all train movement "whether
5 training, maintenance, or operational would be contained (sic)
6 with appropriate rail company personnel to ensure safe and
7 efficient movement." In addition, it is claimed that the MX
8 training trains "would operate in the same manner as the
9 existing commercial traffic." A March 21, 1988, House Armed
10 Services Committee report raised a number of questions about
11 this claim which the DEIS fails to answer.

12 If civilian dispatchers know the precise location of
13 MX trains, why couldn't Soviet intelligence gain access to
14 this information, thereby defeating the whole purpose of the
15 basing mode?

16 At one point, the DEIS apparently contradicts itself
17 about the normality of MX train movement by claiming that the
18 trains would "randomly move throughout the United States."
19 Isn't it likely that MX trains will indeed be granted special
20 right-of-way privileges or other extraordinary powers that
21 would increase the possibility of collision and other
22 accidents?

23 HEARING OFFICER MCSHANE: Time, Mr. DeVeaue.
24 Colonel Walsh, I think there were a couple of
25 questions there at the front end that --

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1 LIEUTENANT COLONEL WALSH: Yes, sir.

2 While you are most correct that the missile flight
3 time is only 30 minutes or so for an ICBM and approximately 15
4 minutes for a submarine launched missile, the time that it
5 takes to get the information back to the Soviet Union of where
6 the train is is the critical factor here. By the time that
7 information does get back, the train would no longer be in
8 that location. It would take a certain amount of time for the
9 information to get there, for the enemy, or the Soviet Union,
10 to take that information and retarget his missiles and during
11 that time period we would have moved our trains.

12 I should point out that even if we had a civilian
13 dispatcher that was in the Soviet pay, that he would only have
14 knowledge of one or two trains on his particular portion of
15 track. And, so, if he provided that information, the Soviet
16 Union may have information on one or two trains, which, of
17 course, would be out of date by the time he'd get it, but that
18 would be all.

19 By randomly move, the commander of the train will
20 have an ability to move his train where he sees fit, but he'd
21 be under the control of a dispatcher. He would not be just
22 randomly moving in an unsafe manner and putting commercial
23 traffic at risk.

24 On the other hand, he will not be moving on a
25 predesigned schedule that will be available to all.

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1 The other issue that you raised is that we will be
2 causing a barrage of the system. We have identified over
3 120,000 miles of track that would be accessible by the
4 Peacekeeper train system. That is track that we have
5 physically inspected to make sure that it is suitable to carry
6 a train of the size, configuration, and weight of the
7 Peacekeeper train.

8 The Soviet Union does not have enough weapons to
9 launch a successful barrage attack over that much track. And
10 even if they tried to barrage as much as they could, then they
11 would be allowing other portions of the train to go unscathed
12 and thereby be available to launch an unacceptable -- or to
13 inflict unacceptable damage on them.

14 So because of its mobility, it ensures its
15 survivability and, therefore, becomes a very effective
16 deterrent against initial Soviet attack.

17 Thank you very much, sir.

18 HEARING OFFICER MCSHANE: John Ball.

19 JOHN BALL

20 MR. BALL: Hello, my name is John Ball, and I'm a
21 student of international relations at Hendrix College, and I
22 represent no one but myself.

23 As a student of international relations, I am quite
24 aware that the Soviet Union is not Mr. Nice Guy in world
25 politics. I remember Hungary in '56, Czechoslovakia in '68,

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1 and certainly Afghanistan in '79. However, there are a good
2 number of people who want to take a moderate route towards
3 this decision between the Rail Garrison MX and the Small ICBM.

4 I'd like to read briefly from the Scowcroft
5 Commission Report, quote, "The Commission has concluded that
6 the preferred approach for modernizing our ICBM force seems to
7 have three components: Initiating engineering design of a
8 single warhead Small ICBM to produce target value and permit
9 flexibility in basing for better long-term survivability,
10 seeking arms control agreements designed to enhance strategic
11 stability, and deploying MX missiles in existing silos now to
12 satisfy the immediate needs of our ICBM force and to aid in
13 that transition."

14 A follow-up letter from General Scowcroft to Senator
15 Sam Nunn on the Congressional Record of December 11, 1987,
16 reads, quote, "We would stress once again that it is vital for
17 the nation's security that we have, quote, 'underway a program
18 for long-term ICBM survivability to hedge against long-term
19 vulnerability for the rest of our forces.'

20 "While there are several possible approaches to the
21 fulfillment of this compelling need, the Small ICBM is
22 currently the most promising. In that respect, the Rail
23 Garrison basing for the MX missile, while possessing
24 attractive features, is not a substitute for the Small mobile
25 ICBM inasmuch as it requires significant warning time to

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1 achieve survivability."

2 Certainly in the Draft Environmental Impact
3 Statement you took this into perspective, noting that the
4 Small ICBM might be based at F.E. Warren Air Force Base and
5 Malmstrom Air Force Base.

6 I think as a citizen, in order to make an informed
7 decision when March comes around, I would like to know the
8 national impact -- the national economic impact of both the
9 Small ICBM and the Rail Garrison MX.

10 Also I think it's important since if both systems
11 were to be deployed, which is an option available to us,
12 exactly where is that going to leave us with the inertial
13 measurement units? As you know, Northrup has had difficulties
14 producing these units for the existing Peacekeeper missiles.
15 Certainly if we were to deploy the Small ICBM as well, that
16 might cause problems.

17 I would like to end by saying that I think it's very
18 important that our country remain strong. However, people
19 like General Scowcroft, General Alexander Haig, former Defense
20 Secretary Harold Brown, and others feel that the Small ICBM is
21 the best way to attain this. Certainly these views are not
22 Liberals and these views don't represent people who feel that
23 our country doesn't need to be protected.

24 Thank you.

25 HEARING OFFICER McSHANE: Colonel Walsh?

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1 LIEUTENANT COLONEL WALSH: Let me change the order
2 of my reply. First of all, the Air Force has prepared
3 Environmental Impact Statements pertaining to the deployment
4 of the Small ICBM. There was a Legislative EIS that was
5 prepared about two years ago that compared various casing
6 modes for the Small ICBM and resulted in the Presidential
7 decision to go with the deployment of the Small ICBM on
8 Minuteman silos, and it would be deployed on what we call a
9 Hard Mobile Launcher.

10 And then we subsequently were in the process of
11 preparing a detailed site-specific EIS on the deployment of
12 that system at Malmstrom Air Force Base.

13 The Air Force acknowledges -- the Department of
14 Defense acknowledges that the Small ICBM system is a very
15 effective system.

16 We also need to note that the recommendation of the
17 Scowcroft Commission was to deploy the Small ICBM and the
18 Peacekeeper in silos together.

19 However, since that time certain things have
20 happened. First of all, Congress has capped the deployment of
21 the Peacekeeper in silos and said they would like to have a
22 more survivable basing of the second 50. The second thing
23 that came along was the financial -- the austere budget that
24 the military has been faced with -- as a matter of fact, we've
25 all been faced with it.

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1 So the Department of Defense, in looking and in
2 really grappling -- or reassessing which systems they should
3 go with and which systems they should have to defer on, looked
4 at the two systems and said, "The Peacekeeper Rail Garrison
5 costs between \$10 billion to \$15 billion and the Small ICBM
6 system costs between \$30 billion to \$40 billion." When you
7 compare personnel required, the differences are even more
8 astounding.

9 Furthermore, you already have the Peacekeeper that
10 has been very effective and is already proven, where you're
11 still in the early stages of research and development on the
12 Small ICBM.

13 So taking these things into account, although we
14 would still like to have the Small ICBM, we are acknowledging
15 that with the financial constraints that the nation is now
16 faced that we are recommending the Peacekeeper Rail Garrison
17 over the Small ICBM.

18 Now, there has been a concern raised by Congress
19 about the reliance of strategic warning and that is a very
20 valid concern to be raised, but the Strategic Air Command has
21 a high confidence in our strategic warning capability, that
22 the Soviet Union on a day-to-day basis does not have
23 sufficient forces deployed to launch an effective attack
24 against our entire triad.

25 So if they try to launch from their day-to-day

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1 posture, they would know that a good portion of the triad
2 would escape -- would survive and, therefore, be able to
3 launch unacceptable damage on the Soviet Union.

4 If the Soviet Union started to increase its posture,
5 we have high confidence that we would see such reposturing and
6 will be able to take appropriate action with our resources.

7 Now, such things that we could note is the location
8 of their submarine force. The Soviet Union, by and large --

9 MR. MOUROT: That's irrelevant.

10 LIEUTENANT COLONEL WALSH: -- keeps most of their
11 submarines in port and if we were to see any sudden movement
12 of those submarines out to sea, that would be a clear
13 indication to us that we need to take some counteraction.

14 Similarly, if we saw some reorganizing of the Warsaw
15 Pact forces or, perhaps, taking secure actions with the
16 political structure of the Soviet Union, that would also be
17 key indicators to us and then we would take appropriate action
18 either by moving our trains, moving our submarines, or
19 dispersing our armed force. So we have a high confidence that
20 strategic warning will be adequate for us ensure that the
21 Peacekeeper Rail Garrison program is survivable.

22 Thank you very much, sir.

23 HEARING OFFICER McSHANE: Randy Moore.

24 RANDY MOORE

25 MR. MOORE: Good evening.

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1. My name is Randy Moore and I'm from Conway.
2. I'd like to say that I have worked in this area --
3. in the Jacksonville area and even on the Little Rock Air Force
4. Base, and have spent money in your community, if that matters,
5. although I don't think that anyone's opinion should be
6. denigrated due to where they live.

7. I think it's fair to ask what the environmental
8. impact of this weapon is if used. How much destruction can
9. the 10 warheads cause? How many people will be killed
10. outright by the blast, even if the MX is targeted at Soviet
11. hardened silos? How much radioactive dust and debris will be
12. released into the atmosphere, and how many more people will
13. die from this fallout?

14. The MX missile will obviously be a target for the
15. Soviet missiles. How many people in the Jacksonville area
16. will die outright if the Soviets attempt a first strike with
17. the MX still in the garrison and drop two bombs on the Little
18. Rock Air Force Base? How many more Arkansans would die
19. horrible, painful deaths from radiation sickness and burns?

20. The international peace movement is not the lunatic
21. fringe, as some like to claim. It is not lunacy to oppose the
22. everincreasing probability of accidental nuclear war. It is
23. not lunacy to work for an end to the arms race when children
24. all over the world are starving to death.

25. Jesus Christ, Mahatma Gandhi, and Martin Luther King

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1. were radicals, but they were not lunatics.

2. The lunatics are the people who think that the
3. 30,000 nuclear bombs that we have now are not enough. The
4. lunatics are the people who think we can start a nuclear war
5. and win. The lunatics are the people who want to spend
6. billions of dollars on weapons that can never be used.

7. Thank you.

8. HEARING OFFICER McSHANE: Liz Deveau.

9. ELIZABETH DeVEAU

10. MRS. DeVEAU: My name is Elizabeth Deveau. I live
11. in Little Rock. I am with the Arkansas Center.

12. I would prefer that my statements be addressed in
13. the environmental statement to be -- to come out in the future.

14. Railroad accidents are a fact of life, not only
15. those at railroad crossings, but accidents involving extremely
16. flammable materials. One of the worst is LP gas which, if
17. involved in an accident, can cause what is known as a boiling
18. liquid expanding vapor explosion, an accident that can
19. literally level city blocks.

20. Should an accident of this type occur with one of
21. the MX trains nearby, could the missile cars withstand the
22. force of the LP explosion and resulting fire? Could the heat
23. from such a fire cause the rocket's solid or liquid fuel to
24. ignite?

25. What would be the environmental impacts of such a

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1. combined disaster? How could firefighters cope with such a
2. problem of that magnitude?

3. Will you place LP gas tankcars or any other type of
4. railcars carrying hazardous materials on an MX train to make
5. it look real?

6. Even though you plan on preventative maintenance of
7. the garrison's railcars, will that extra maintenance be
8. performed on the other railcars you may plan on using?

9. Recent news reports have disclosed that Air Force
10. pilots have been allowed to use drugs, specifically Dexadrine
11. and Seconal, to help them stay alert on certain flights and
12. then help them sleep afterwards. Will the garrison train
13. crews also be allowed to take drugs during the dispersal runs
14. since they are of a long duration? During heightened tensions
15. will you allow the use of these drugs to keep the missile and
16. train crews alert?

17. How often will the crews be relieved? How will this
18. be accomplished when the garrison is dispersed?

19. HEARING OFFICER McSHANE: Thank you.

20. She didn't want an answer, so I will not ask for one.
21. Art Brannen.

22. ART BRANNEN

23. MR. BRANNEN: Colonel McShane, I'm Art Brannen. I
24. live here in Jacksonville. I'm president of the David D.
25. Terry Chapter of the Air Force Association here in central

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1. Arkansas. We are 1,550 strong. We are definitely behind the
2. rail garrison.

3. I'd like to read just a little bit out of the Soviet
4. Military Power, 1988, An Assessment of the Threat. "A clear
5. picture of the strategic balance does not rest merely on
6. counting the number of systems each side has. A more
7. appropriate way of assessing the strategic balance may be
8. through evaluating compensating responses. Depending on
9. specific circumstances, one side can compensate for an
10. opponent's destabilizing offensive deployments with
11. deployments of its own - offensive, defensive, or some
12. combination of the two.

13. "For example, the Soviets gained the initiative in
14. the 1970's with their massive and continuing buildup of
15. nuclear forces, and the US Strategic Modernization Program and
16. Strategic Defense Initiative are responses to the challenge.

17. "Accordingly, it is appropriate to address the
18. program's responses to Soviet initiatives designed to erode
19. the US nuclear deterrent. This approach provides a more
20. realistic assessment of the contributions of strategic
21. modernization toward restoring and maintaining a strategic
22. balance.

23. "Examples of current and projected US responses
24. include the following:

25. "The improved time-urgent, hard-target kill

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1 potential of US missile forces in response to Soviet
2 advantages by the increased accuracy and penetrating ability
3 of US air-breathing systems, specifically the B-1B ALCM's and
4 ACH's. These improvements provide redundant backup
5 capabilities that will ensure an effective retaliation against
6 Soviet allies under any conditions of war initiation or
7 technological breakthrough.

8 "The Soviet leadership places significant emphasis
9 on ICBM's for achieving their strategic nuclear objectives.
10 Failure to maintain a credible retaliatory threat against
11 those systems could undermine the US deterrent and increase
12 the Soviet leadership's confidence in being able to achieve
13 its objectives.

14 "The Soviets are attempting to assure an ICBM
15 survivability by deploying road-mobile SS-25's and the
16 rail-based, multi-warhead SS-24.

17 "US plans for compensating responses include
18 improved sensors and retargeting capabilities to locate and
19 attack mobile Soviet targets. The B-2 ATB and other systems
20 under deployment are expected to play a prominent role in this
21 mission.

22 "The Soviet SSBN fleet is being enhanced by
23 deployment of long-range, more accurate SS-N-20 and SS-N-23
24 SLBM's, as well as more advanced, quieter DELTA IV- and
25 TYPHOON-Class submarines. An improved version of the SS-N-20

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1 is estimated to be under development. The long-range SS-N-21
2 SLCM has also become operational and the Soviets are testing
3 another new long-range cruise missile, the SS-NX-24."

4 HEARING OFFICER MCSHANE: Time, Mr. Brannen.

5 MR. BRANNEN: Thank you.

6 HEARING OFFICER MCSHANE: Would you provide that to
7 the court reporter?

8 MR. BRANNEN: Sure.

9 HEARING OFFICER MCSHANE: Ralph Desmarais.

10 RALPH DESMARAIS

11 MR. DESMARAIS: My name is Ralph Desmarais. I'm a
12 veteran, and I've worked at Jacksonville Air Force Base, and
13 I've also worked right here in this school.

14 First of all, I also have worked and am working --
15 and it is part of my work to give public hearings. And I'd to
16 be on record to object that I've never seen a public hearing
17 conducted so shamefully to prevent citizens from giving their
18 -- getting their time.

19 I left last time because I had to sit through an
20 hour of Air Force BS and then, on top of that, I had to listen
21 to local politicians holding forth for another three quarters
22 of an hour. I know of no state agency that would ever get
23 away with conducting public hearings in such shameful manner.

24 In addition to that, tonight -- I didn't know this
25 was going on last time, but Colonel Walsh is guilty of

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1 filibustering and I think he should be reprimanded.

2 [Applause.]

3 HEARING OFFICER MCSHANE: Mr. Desmarais, your time
4 is running.

5 MR. DESMARAIS: I'm only going to make two points,
6 both dealing with this book which I think is woefully
7 inadequate. I don't know who does your geology, but you ought
8 to fire him and get somebody else. He apparently thinks that
9 the Little Rock Air Force Base sits on a Mississippi
10 alluvium. It does not. I'll leave it to you to find out
11 where it does sit.

12 Also, what is woefully neglected in here is any
13 discussion of groundwater quality or even water quality
14 generally. There is some mention of it -- there is one
15 sentence on surface water; nothing that deals with groundwater
16 in any depth.

17 As you probably know, the degradation of surface and
18 groundwater on the Little Rock Air Force Base is one of the
19 most significant problems in the state. I have just gotten
20 within the past week the publication of the US Geological
21 Service -- USGS wrote it for the Little Rock Air Force Base on
22 which they designate 18 sites, 18 sites, nine of which I can
23 tell sit right underneath the place where you're going to
24 place this proposed missile complex. Now, none of this is in
25 the Environmental Impact Statement and certainly, I would

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1 think, it would disqualify Little Rock Air Force Base from
2 even being considered because I know of no site where you can
3 clean up such extravagant environmental damage within the time
4 period listed within the framework you people propose.

5 I was surprised you even held a public hearing after
6 reading that document.

7 I would say that you need to do that -- you need to
8 study that document put out by USGS and then I would think you
9 would even eliminate Little Rock Air Force Base from
10 consideration.

11 HEARING OFFICER MCSHANE: Time.

12 As Colonel Walsh indicated, that, of course, must be
13 addressed since you brought it up, and it will be addressed in
14 the final report.

15 Trusten Holder.

16 TRUSTEN HOLDER

17 MR. HOLDER: Colonel, I gave your court reporter a
18 page and a half statement. I'll just be very brief.

19 My name is Trusten Holder and Little Rock has been
20 my home for all of my 75 years. Conservation, especially
21 wildlife conservation, has been my lifelong profession and my
22 lifelong enjoyment.

23 I, too, received a copy of this Draft Environmental
24 Impact Statement and I want to compliment those who prepared
25 it. It is an excellent statement and proved beyond a shadow

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1 of a doubt that basing one of the units or garrisoning one of
2 the units of the rail-mounted missile system at the Little
3 Rock Air Force Base will not have any significant detrimental
4 effect upon the environment.

5 I spent eight years as Chief of the Environmental
6 Preservation Division of the Arkansas Department of Pollution
7 Control and Ecology and I am well-familiar with Environmental
8 Impact Statements, and this is a good one.

9 If our nation goes forward with this missile system
10 -- and I hope it does -- it would be very, very unfortunate if
11 Little Rock doesn't get one of these units garrisoned at the
12 Little Rock Air Force Base. To put it bluntly, if our nation
13 is going to spend all of that money anywhere anyhow, then let
14 some of that money be spent here in this area where our people
15 will get some of the benefits.

16 It appears that our government, in spite of anything
17 that the objectors can do, is going to go ahead and deploy
18 this rail-mounted system. If so, let's try to get a unit of
19 this system garrisoned at the Little Rock Air Force Base.

20 Thank you.

21 HEARING OFFICER McSHANE: Ruth Bell.

22 RUTH BELL

23 MS. BELL: My name is Ruth Bell and I'm representing
24 the League of Women Voters of Pulaski County and, yes, I do
25 live in Little Rock.

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1 I do want to compliment you all on how this hearing
2 is being conducted tonight. It is vastly different than it
3 was in April.

4 The League does have some concerns we'd like to have
5 you all include or address in the final draft of the
6 Environmental Impact Statement.

7 We feel that there is a high probability that we
8 here in Pulaski County could have an earthquake registering
9 6.5 on the Richter scale by the year 2000. And we would like
10 to have the Final Impact Statement address how a possible
11 earthquake of that magnitude or greater, since we are part of
12 the New Madrid Fault area, would impact on the missile -- the
13 rail garrison.

14 We also continue to have deep concerns about air and
15 water pollution in case of accident or sabotage to the rail
16 garrison. We'd like the Final Impact Statement to discuss the
17 probability. I know we all think it's almost impossible to
18 have an accident, but "almost" isn't totally impossible.

19 We'd like to have the Final Impact Statement discuss
20 probabilities of accidental or enemy-action damage to the rail
21 garrison and address the types of air and water pollution that
22 could result from such damage.

23 We're thinking of things as simple as a massive
24 diesel fuel spill, for example, that could have considerable
25 impact on the water aquifer.

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1 As one of the other people said, a lot of the water
2 here is -- the source by pumping. As a matter of fact, the
3 City of Jacksonville, in their own statement, uses six City
4 wells to supplement the water they buy from Little Rock.

5 We also have some worries about surface water
6 pollution in case of accident or sabotage. This is a --
7 surface water that could be polluted includes Bayou Meto,
8 which is already pretty polluted, and eventually the Arkansas
9 River with impact on both the wildlife, and also my life, and
10 the life of other people in the area.

11 We do thank you for the opportunity to share our
12 concerns, and we would like to receive a copy of the Final
13 Impact Statement and notification of any future hearings on
14 that.

15 Thank you.

16 HEARING OFFICER McSHANE: Thank you, ma'am.

17 Were you able to address some of these concerns,
18 Colonel Walsh?

19 LIEUTENANT COLONEL WALSH: Yes.

20 Ma'am, many of those issues that you have raised
21 pertain to the impacts of the -- various substances, including
22 diesel and propellants, are included in Chapter 5 of the
23 document. Starting on page 5-37 it deals with diesel fuel.
24 But what I would like you to do is review that for its
25 adequacy and if you would let me know how you consider that.

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1 then we will take the appropriate action. That is included in
2 Chapter 5.

3 MS. BELL: We'll make a comment.

4 HEARING OFFICER McSHANE: Jim Green.

5 [No response.]

6 Jim Greer or Jim Green?

7 [No response.]

8 Apparently no longer with us.

9 Wendel Norton.

10 WENDEL NORTON

11 MR. NORTON: Hello. My name is Wendel Norton. I
12 live on the beautiful, scenic Buffalo River in north Arkansas.
13 I don't live here in Jacksonville, but I think with the global
14 quickness that these things happen, if something did happen --
15 a very unlikely chance that it did [sic] happen, but the small
16 percentage that you talked about.

17 If the unthinkable happened, all of Arkansas would
18 become Ground Zero, if I hear you right. I think this is an
19 unthinkable situation, and I am against the MX.

20 I am for the President's plans of building down and
21 I can't see where building up another situation will help
22 anything.

23 I would like these questions -- I have one question
24 for everyone here. I would like for everyone to consider if
25 you feel that it is true in your heart that the end justifies

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1 the means in your everyday decisions, the small ones and the
2 large ones.

3 And then I would like to ask these questions, and I
4 don't need any answers to these. I would like for them to be
5 in the Final Draft.

6 According to the DEIS, "civilian personnel who are
7 assigned to nuclear weapons duties ..." must meet certain
8 "requirements" which include "security clearance, random drug
9 testing, and medical and psychological screening." Will these
10 measures be imposed on the civil dispatchers whom the DEIS
11 claims will control the movements of the train?

12 In a crisis such as that which would trigger
13 deployment of the MX trains, what measures would be taken to
14 compel civilian dispatchers to show up for work rather than to
15 stay at their homes with their families?

16 Table 4.1.1-1 includes statistics representing the
17 Air Force's claims for the national impact on employment
18 (direct, indirect, induced) of rail garrison expenditures.
19 The employment projections amount to a claim of over 52,000
20 jobs (man-years) per billion dollars spent. Such a claim is
21 completely outside the range of all reputable studies on this
22 kind of spending (too high by at least 50 to 100 percent).
23 What indicators and assumptions were used to generate these
24 employment figures?

25 Another indication that the employment estimates in

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1 Table 4.1.1-1 are in error is the lack of fluctuation in the
2 jobs per billion ratio obtained by dividing the employment by
3 the actual dollars spent.

4 The table indicates that in Fiscal Year 1989 nearly
5 all the money from the program will go towards research and
6 development, while by Fiscal Year 1992 nearly all rail
7 garrison money will go towards operations. These very
8 different types of spending would not generate similar jobs
9 per billion ratio in a well done economic analysis.

10 HEARING OFFICER McSHANE: Time, Mr. Norton.

11 MR. NORTON: May I finish this?

12 [No response.]

13 MR. NORTON: Again, what indicators and assumptions
14 were used to generate these employment figures?
15 Thank you.

16 HEARING OFFICER McSHANE: Jo Stewart.

17 JO STEWART

18 MS. STEWART: I am opposed to all nuclear weapons.

19 I feel sometimes that I'm living in a very
20 nightmarish situation. We live in a world in which thousands
21 of children are dying every year; we have a hole in the ozone
22 layer which is spreading; we have millions of acres of the
23 rainforest being cut down every year; we have an AIDS epidemic
24 that is spreading globally; and we spend -- rather than spend
25 the money to solve these problems: Problems of pollution;

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1 problems of health; problems of giving adequate food and
2 medical attention to people around the world, rather than
3 sitting down and talking to one another about our problems, we
4 spend billions of dollars to build weapons which we say we
5 will never use.

6 We are spending these billions of dollars to support
7 a military/industrial complex which is, as one of my
8 colleagues said earlier, lunacy.

9 If one of my neighbors came to me and said -- and
10 this is entirely likely that this could happen, "I am in
11 terrible debt. I have 10 credit cards; I owe everybody
12 money," which is similar to what is happening with the United
13 States. We are now a debtor nation. "My kid is sick; my wife
14 doesn't have money to go to the grocery store; I don't have
15 the money to pay my mortgage," would I tell him to go out and
16 buy a gun?

17 The only reason that I might tell him that is if I
18 were selling guns, and if I might make some money off of that.

19 I am opposed to this appalling situation that we
20 find ourselves in and I just categorically -- sometimes I just
21 get speechless with the outrageousness of what is happening
22 here.

23 This country -- when I was a kid, I thought that,
24 you know, we in this country stood for a high morality and
25 it's very sickening to me, in my advancing age, to discover

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1 that this is not true.

2 I would like us to return to being a moral people
3 who will sit down and talk with each other rather than
4 spending billions of dollars on something that we say we're
5 never going to use, first of all, and, secondly, which has
6 such a chance of causing such great damage.

7 HEARING OFFICER McSHANE: Time. Thank you.

8 Sharon Golgan.

9 SHARON GOLGAN

10 MS. GOLGAN: My name is Sharon Golgan and I'm from
11 Jacksonville, Arkansas, and I'm opposed to the MX missile.

12 I hope Mayor Swain is still here because I want him
13 to know that there are more of us in Jacksonville who are
14 opposed to this MX missile but they're not real estate agents,
15 they're not car dealers, they don't belong to the Chamber of
16 Commerce, they're not bankers; they work hard for a living.

17 We work hard roofing, contracting out here at the
18 Base, some of them.

19 They come into my shop every day. Every person that
20 walks through my door of the record shop I ask them how they
21 feel about the MX missile. I know two people in this whole
22 town that are for it that walk into my shop.

23 I've got a list of 35 names of my regular customers
24 that we're fixing to send to Tommy Robinson, who's not here
25 tonight, and these people are opposed, and the other 50

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percent of the people that walk in my shop are military and every one of them are opposed to the MX missile too. It's just they're scared to come down because this is an Air Force thing.

And I can't help that I get upset; I get nervous.

There's a bunch of us in Jacksonville, except that we work for a living. I'm so tired right now. I've been working 12 hours today.

I didn't want to come down here and sit and listen to this boring thing. I really didn't. I'd rather be at home right now with my kid. I haven't seen him all week. We're trying to move.

We don't own a home, but we pay taxes. I pay sales taxes. Every month I pay. It isn't a whole lot because I don't make a whole lot of money.

We don't have any medical insurance, not a dime. If I was to get sick right now, I don't know what I'd do. I don't have one red penny of money if I was to go out that door tonight and break my foot.

They'd turn me away at Rebsamen because I own a business. They won't help me. They won't help my little kid if something happens to her because I own a business.

I make enough there to just barely feed my family every month.

I haven't got a hundred -- or what is it, \$150 a

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month now to join the Chamber of Commerce. They've been calling me. The police department has been calling me; they want my money to join the Commerce [sic], to donate to the policeman's fund, this and that.

I don't want the MX missile. I want them to take the money that they're using to build this MX missile and I want some medical help for family when they need it. I want my husband, who right now is fighting with the VA to get more than \$133 a month to live on.

They found something wrong up in his brain from the military when he was on active duty in the military. But they sent him up here in the VA hospital and they treat him like a piece of dirt and try and tell him it's all psychosomatic.

They finally found something on his EEG, but they're afraid they're going to have to pay him more money than \$133 a month to live on.

And you all want to spend how many billions of dollars on an MX missile?

And we're not the only ones in Jacksonville. One little girl come [sic] into my shop the other day, had her food stamps stolen. She's got a little kid, and they told her, "We couldn't do anything for you."

So we got together and a bunch of the Air Force guys pitched in money and we collected 25 bucks for this lady because nobody else in this town would help her.

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Nobody in Jacksonville cares because they're too busy with their real agencies, their banking, their insurance firms, their car lots. And that's who's out here.

It's not the citizens in Jacksonville that are here; it's the people that own Jacksonville.

[Applause.]

HEARING OFFICER MCSHANE: Elizabeth Norton.

ELIZABETH NORTON

MRS. NORTON: I'm softspoken so I'll move closer.

I'm Elizabeth Norton, and I speak here in behalf of my family, my husband, and an eight-year-old daughter. I speak as a mother; I speak as one who is involved with tourism in north Arkansas; I speak as a patriot.

I appreciate the opportunity to speak tonight and to be heard and to have my concerns addressed. And I would like them addressed in the Environmental Impact Statement, please.

I'm not opposed to national security, but I am opposed to the MX rail garrison.

I've traveled abroad and the personal restriction that exists elsewhere, this only gives me a greater love for my country and a stronger belief in the ability to say what I think.

I do not appreciate being compared to the Kremlin, as was done earlier. Any of you who wish to take that away from me, then you are the Communist and not me.

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I too have alternatives for protecting this country. They do not, however, include explosives.

I would like these questions addressed, please.

Exactly what is peacetime? What sort of threat will become no longer peacetime?

What is national need? How many miles away will it be before it is a direct threat to us, et cetera?

I believe that we do not have -- excuse me. If we do not have war, it does not mean we have peace. And I do not feel comforted by the MX missile traveling around my state.

I would also like to know what the chances of explosion were for the Titan.

The DEIS forecasts that jobs created by the program would go "from nearly 40,000 in FY 19 -- Fiscal Year 1989 to nearly 148,000 in 1991, and then decline sharply to 13,000 by 1993 and just under 12,000 in 1994 and beyond." This indicates that the rail garrison program would have an extreme boom/bust effect on the economy. While, as noted above, the employment figures are highly suspect, this basic boom/bust pattern is likely to be correct. Will such short-term jobs really have any net positive effect on local communities or the nation as a whole?

How extensive will the "off limits" perimeter be?

To protect against saboteur or terrorist attack, will the Air Force be required to fire on anyone who comes

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65 | 1 near the tracks as the MX railcars pass?

2 Will landowners adjacent to the tracks be required

66 | 3 to remove trees and other things that might provide cover for

4 attackers?

5 HEARING OFFICER McSHANE: Time.

6 MRS. NORTON: Thank you.

7 HEARING OFFICER McSHANE: H.P. Bucan.

8 [No response.]

9 B-U-C-A-N.

10 [No response.]

11 Gerry Getty.

12 GERRY GETTY

13 MS. GETTY: I'm Gerry Getty from Little Rock and --

14 HEARING OFFICER McSHANE: Ma'am, could you address

15 your comments to me?

16 MS. GETTY: I'm a member of the National Campaign to

17 Stop the MX, and I'm very opposed to the MX.

67 | 18 The appropriate time for response by the Air Force

19 to our questions and concerns is in the EIS; not at this DEIS

20 hearing.

21 Just last week there was a head-on collision in Iowa

22 between two freight trains, one of which contained toxic

23 materials. With an aging railroad system and the documented

24 use of drugs by the train personnel, as has been mentioned

25 tonight, such a head-on collision could occur with a train

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1 carrying these nuclear bombs.

2 There is no way to protect the 180,000 miles of

3 track along which MX-bearing trains will operate.

4 Each MX missile weighs 190,000 pounds and is 71 feet

5 long. These trains would be susceptible to accidents.

6 The EIS should address the consequences of a head-on

7 collision at the time that the missile is ready to be fired.

8 The environmental analysis for such a catastrophic accident

9 should include the possible number of citizens who would be

10 adversely impacted and how they would be affected from the first

11 possible disaster. That is, describe the type of destruction

12 possible at different distances from the disaster site.

67 | 13 What will be the impact of MX security measures on

14 hunters, fishermen, and other outdoor enthusiasts?

15 How will the MX impact on the Constitutional rights

16 to bear arms?

17 To what degree will the civil liberties of those

18 living adjacent to the MX railways be diminished? To what

19 degree will the civil liberties of persons at towns along MX

20 routes who oppose MX deployment be diminished?

21 What will be the sociological impact on the

22 communities having security personnel collecting information

23 on them and their citizens?

24 How many military personnel and how many civilian

25 will be employed to secure the rail system?

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1 Where will MX trains travel?

2 What is the EI to communities throughout the state

3 located along railways to be traversed by missile?

67 | 4 Why are MX hearings not being held at an adequate

5 number of locations throughout the state to assure public

6 involvement from all areas of the state put at risk by MX?

7 Why was there not adequate time given to citizens to

8 thoroughly analyze the DEIS -- and I would like to underline

9 that.

10 What is the economic impact to this state due to the

11 following: The hearings are not a truly open process. The

12 process is not presided over by an impartial party. The

13 hearing was not adequately advertised. The hearing site is an

14 obscure, out-of-the-way place far away from the main

15 population center. No notice --

16 HEARING OFFICER McSHANE: Time.

17 MS. GETTY: -- was given to other impacted

18 communities throughout the state along MX rail routes.

19 HEARING OFFICER McSHANE: Sister Catherine Markey.

20 SISTER CATHERINE MARKEY

21 SISTER MARKEY: My name is Sister Catherine Markey.

68 | 22 I'm a representative of the Office of Justice and Peace for

23 the Diocese of Little Rock and for Pax Christi USA.

24 I take exception to a statement in the DEIS on page

25 1-20 which states that some issues raised in the scoping

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1 hearings are beyond the Environmental Impact Statement. Moral

2 and psychological environments deserve to be as deeply studied

3 as those which affect the physical elements surrounding us.

4 The human person is one. Whatever impacts on her or

5 his moral and psychological environment just as truly affects

6 the human person as much as, if not more so, than what affects

7 the physical environment.

8 If a child grows up in an environment in which

9 instruments of destruction are given priority, can we honestly

10 expect them consistently to seek peace by other means than

11 bigger and so-called better weapons.

68 | 12 Producing more weapons than are necessary for an

13 adequate defense leads to an unnecessary reliance on

14 technology to solve problems while the only lasting way to

15 develop peace is to have respect for the human dignity of each

16 of God's children.

17 The United States Catholic Bishops have stated that

18 they are opposed to the addition of weapons which are likely

19 to be vulnerable to attack, yet also possess a "prompt

20 hard-target kill" capability that threatens to make the other

21 side's retaliatory forces vulnerable. In other words, the

22 addition of items which would primarily be useful as

23 first-strike weapons.

24 The MX is an unacceptable instrument as it does

25 possess first-strike capability.

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The fact that the United States and Russia have begun reductions in nuclear weapons makes increasing the number and deployment of the MX a destabilizing factor, one which does destroy the environment which now seems could lead to an even further reduction of nuclear and conventional arms.

An environment which makes peace a close reality is one we all wish to live in as well as leave to future generations.

The United States Catholic Bishops also raise questions on environments such as clean air, clean water, adequate food and medical provisions, suitable housing, to name a few.

These environments are not being developed as sufficiently as possible, both for our own citizens and all of the inhabitants of the world due to the economic distortions resulting from excessive attention to weapon systems. These environments do need consideration in this EIS; they deserve priority treatment.

Increasing the scope of the EIS does not weaken it, but enhances its capabilities. In this way members of Congress will receive more comprehensive information on which to base their actions.

Thank you.

[Applause.]

HEARING OFFICER MCSHANE: Thank you. A perfect

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three minutes.

Bob Bland.

BOB BLAND

MR. BLAND: I'd like to ask Colonel Walsh a question. He doesn't have to answer it now; it's a rhetorical question.

First of all, when these trains leave the sheds in what you call euphemistically a time of national need, how do you know what the Soviet Union is going to do? How do you know that this will not provoke a first strike from the Soviet Union?

We are living in hair-trigger times, and the MX missile on rails is a hair-brained idea. And it goes a lot more than Jacksonville. We're talking about Little Rock, and the state of Arkansas, the whole United States, and the whole planet. You're playing with fire, and it's hair-trigger and you know it.

But I want to be more specific about Jacksonville.

I'm from Little Rock. My name is Bob Bland. I'm with the Arkansas Alliance. We're an environmental group.

I've gotten to know a lot of people in Jacksonville through environmental work and I've noticed this train that you have -- here's a graphic scale drawing of it -- is twice as long as the average freight car, it weighs nearly five times as much when it's loaded.

We have to ask questions about the weight and length problems of this car: Rail or tie failure, excessive rocking,

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too high center of gravity, tipping, and weight distribution, flexing and turning radius, and how easy it is to identify on the rails for terrorists or attackers.

Obviously -- I don't even know how you're going to call these things back. You get these things rolling around; how do you even call them back?

But the point is that this car that you're going to start out from the Air Force Base is going to go right down the track, it's going to go right through a site that nobody here in Jacksonville talked about tonight which is called the Vertac site.

There are presently something like 30,000 leaking drums of dioxin on that site. This is considered by the US Attorney General to be one of the worst toxic-contaminated sites in the United States.

Incidentally, while you're at it, on behalf of the people of Jacksonville I'd like to ask you to clean up the 3,000 barrels of Agent Orange which you've left stored there, which is Air Force responsibility and is threatening the people of Jacksonville. I think you ought to clean up that mess before you start another one.

But, in any case, I would like a serious addressing of the problem of passing this train through the Vertac site in Jacksonville, which is a very serious contamination situation.

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A VOICE: That's not true.

MR. BLAND: I would like to have the Air Force address that because the fact is that Jacksonville is suffering from the impact of dioxin right now. And I know a lot of people in Jacksonville that are not here tonight who are concerned about it.

I think the Air Force owes it to this community to help clean up the dioxin, starting with the 3,000 barrels that belong to you.

A VOICE: Go back to Little Rock.

HEARING OFFICER MCSHANE: Thank you.

Roberta Quinn.

ROBERTA QUINN

MS. QUINN: My name is Roberta Quinn and I'm a resident of Jacksonville.

First of all, I'd like to say that I'm an American citizen not by birth but by choice. And that's a little bit different than a lot of people that are here tonight probably.

My husband's retired military. We've lived all over the United States and in several foreign countries.

I support the MX missile and I support the mission of Little Rock Air Force Base.

And I want to go on record as saying that the majority of people in this area welcome you here.

Thank you.

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1 HEARING OFFICER McSHANE: Thank you.

2 Emma Knight.

3 EMMA KNIGHT

4 MS. KNIGHT: Welcome.

5 My name is Emma Knight. I'm a resident of
6 Jacksonville; a homeowner in Jacksonville; I'm a wife and a
7 mother; and I own a business in Jacksonville.

8 I own a real estate business, and I work for a
9 living. I work 12 to 15 hours a day Monday through Saturday,
10 and sometimes Sunday to keep it going.

11 I want to go on record to say that I appreciate the
12 opportunity that I, myself, and everybody else in this
13 building have tonight to give my opinion, just as they have
14 given theirs.

15 We welcome the MX rail garrison system. We are
16 going to be glad to have you aboard in Jacksonville. We
17 support the mission and all of the missions of the Little Rock
18 Air Force Base.

19 And my son, I chose Jacksonville to be his home
20 town. He graduated from high school this year. He's going to
21 college in the state of Arkansas. And if there were anything
22 bad that I felt I would be inviting to this community or this
23 state, I would not do it.

24 Thank you very much.

25 HEARING OFFICER McSHANE: Thank you.

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1 Gary Fletcher.

2 GARY FLETCHER

3 MR. FLETCHER: My name is Gary Fletcher. I'm City
4 Alderman in Jacksonville.

5 First off, I want to apologize for being a
6 politician. I'm one because I am a concerned citizen. That's
7 the reason I got into it.

8 Many of these people here are friends of mine. We
9 are standing on the same side of some issues, which are
10 environmental issues, so, therefore, no one in this auditorium
11 will doubt or question my concern about the environment.

12 I don't want to take up my time in talking about the
13 environmental issue on that deal, but I'd like to bring up
14 some points. And one is that there has been many questions
15 brought up and asked tonight, and I appreciate your honesty in
16 trying to answer those questions.

17 But the truth of the matter is, only God knows the
18 answers to a lot of those questions. I know a lot of those
19 were hypothetical questions, but as we all know, there is no
20 perfect plan for peace.

21 Your answer on the rail system to me told me that
22 there was a good incentive for Russia, or whoever, not to
23 initiate a nuclear attack. I also have sense enough to know
24 that if there is a nuclear attack, we're not going to send one
25 missile and they're going to send one and that's going to be

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1 the end of it.

2 I imagine if one is to ever start, it's going to be
3 an all-out war and no matter where they're going to end up,
4 nobody is safe, period. I realize that, but that's the cost
5 and the price that we pay to live in the high-tech society
6 that we live in today.

7 I too am a student of history and, like Mr. Brooks
8 that spoke earlier tonight, I know that if we do not learn
9 from the mistakes of the past, we're going to do nothing but
10 repeat them.

11 Our country has stood for freedom for the past 200
12 years, and that this didn't come without a cost or a risk, and
13 that we will not be able to maintain or keep this freedom that
14 we have without future costs and with future risks as well.

15 I have also kept up a lot with the conditions of the
16 world as far as the Communist movement in the last 40 years or
17 so. It's obvious that the Communists have promised that
18 they're going to dominate the world one day and they are
19 certainly trying.

20 I'm amazed how -- to listen to someone like Ortega
21 talk about that we can have peace down here in Nicaragua if
22 people will only give up their freedom.

23 But I think this country has been a beacon for many,
24 many centuries -- or two centuries at least for freedom.
25 That's what we stand for.

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1 We talk about peace and anybody can have peace if
2 they're willing to lay down and let somebody dictate how
3 they're going to live their lives and the quality of their
4 lives. But I want my children to have the quality and the
5 freedoms that I have.

6 And I too work for a living. As a matter of fact, I
7 ran for mayor and I recall a phone call that my wife got by a
8 man who said he was going to vote for me because of my
9 handshake. He said I had the hardest hands of anyone he's
10 ever met. So I too am in construction work, and I know what
11 it's like to work, and I can sympathize with many of these
12 people up here.

13 But the question comes down to -- again people talk
14 about bring back morals. You know, I'm all for that too. I'm
15 upset that we've got people outside prisons protesting the
16 death penalty being carried out on someone who's taken the
17 life of some innocent person when they should be out here --
18 no one's out here trying to keep the killing of innocent
19 babies at abortion clinics. That bothers me as well, so I too
20 have a concern about the morals of the country.

21 I also want to tell you that --

22 HEARING OFFICER McSHANE: Time.

23 MR. FLETCHER: -- I have never spit in the face of
24 Superman for a very good reason; he was a lot bigger and
25 badder than I was.

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1 HEARING OFFICER McSHANE: Thank you.
2 Jeannie Williams.

JEANNIE WILLIAMS

3
4 MS. WILLIAMS: I'm from North Little Rock. I'm a
5 resident of this area. I have many friends all over this area.
6 I am for a very strong defense, I have always been.
7 I support this rail garrison very much.
8
9 If we did not have a strong defense, we would have
10 the Russians or someone else invading our shores. Where we
11 have strong defense is because they are not going to invade
12 our shores just because we have a strong defense. I've always
13 been in favor of strong defense, and I'm for this rail
14 garrison.

15 Frankly, as long as this country stays strong we
16 will not have to worry about fighting in this country on our
17 continent because they've had wars, rumors of wars for many --
18 since the Bible began, since the world started, and there will
19 always be wars and rumors of wars.

20 But one thing I can say is we are going to have to
21 continue to have a strong defense.

22 And I think that the people that feel the way I do
23 are 100 to 1 of those that are opposed.

24 Thank you.

25 HEARING OFFICER McSHANE: Thank you.

We will conclude the proceedings at this time.

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1 Please remember that you have until 31 August to
2 submit written materials to be included in the transcript of
3 the hearing.

4 Once again, the oral and written statements or
5 comments will be afforded equal weight.

6 Officials of the Air Force appreciate your efforts
7 to come out tonight and contribute your views to this public
8 hearing.

9 We thank you for your courteous attention and
10 following the groundrules.

11 Please be assured that Air Force decisionmakers will
12
13 used here tonight when

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C E R T I F I C A T E

1 I, Madelaine D. McClure, Certified Court Reporter,
2 certify that during the public hearing of the foregoing styled
3 cause I was the reporter and took in oral stenography the
4 proceedings of said public hearing, and I have transcribed the
5 same as shown by the above and foregoing 90 pages, and that
6 said transcript is true and correct.

7
8 *Madelaine D. McClure*
9 Madelaine D. McClure
10 Certified Court Reporter
11 Certificate No. 178

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ORIGINAL

PUBLIC HEARING

ENVIRONMENTAL IMPACT ANALYSIS PROCESS
on the
PEACEKEEPER RAIL GARRISON PROGRAM

Great Falls High School
Great Falls, Montana
Tuesday, August 9, 1988
7:00 P. M.

BEFORE:

COLONEL MICHAEL McSPANE, Presiding

PANEL:

LT. COLONEL PETER WALSH

COLONEL BRANCH

MAJOR VAN NESS

FRED S. HICKMAN

DR. KRAMER

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1 I recognize that some people may wish to make
2 statements on defense policy, nuclear weapons, arms control
3 and fiscal policy at this meeting. However, such comments
4 are best directed to your congressmen and senators. Please
5 limit your comments to environmental issues. Please refrain
6 from public demonstrations, either for or against statements
7 made, since this merely subtracts from the time available for
8 others to make statements or ask questions. Remember that
9 each person should be given a respectful hearing, even if his
10 or her views differ from your own.

11 Let's take about a ten-minute recess now. If you
12 could be back here about three, four minutes after eight,
13 we'll start up again.

14 (Whereupon, a brief recess was taken.)

15 COLONEL McSHANE: First thing I'd like to start out
16 with is to have Colonel Walsh introduce the other members of
17 the panel.

18 LT. COLONEL WALSH: On my immediate right is Major
19 Van Ness. He is a lawyer for the Air Force, and he's
20 assigned to the Air Force Regional Civil Engineering, and he
21 will respond to questions on legal matters and safety.

22 On my far right is Colonel Branch. He is assigned
23 to Headquarters Air Command, and he will respond to questions
24 on the operational consent.

25 On my immediate left is Mr. Hickman. He works for

1 Tetra Tech Corporation. Tetra Tech was hired by the Air
2 Force to prepare this Environmental Impact Statement, and Mr.
3 Hickman will respond to questions on the effects on human
4 resources.

5 And on my far left is Dr. Kramer. He also works
6 for Tetra Tech Corporation, and he responds to questions on
7 effects on the physical resources.

8 Thank you, sir.

9 COLONEL McSHANE: Thank you, Colonel Walsh. We now
10 turn to the question and answer period of this public
11 hearing. This time is set aside to allow you to ask
12 questions about the content of the briefing and the Draft
13 Environmental Impact Statement. We'll start out with the
14 elected officials who desire to speak tonight. I'd ask that
15 anyone who is recognized by me, would you please step up to
16 the microphone, since we want all present to be able to hear
17 your question or statement, as well as we need to get it
18 recorded for the record.

19 Please state your name and affiliation, or address,
20 and then ask your question or make your statement. Anybody
21 who has written statements that they want to leave with us
22 tonight, you can just put them on the table there next to the
23 microphone.

24 We'll start out with State Representative John
25 Phillips.

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1 JOHN PHILLIPS: Thank you, Colonel. For the
2 record, I'm Representative John Phillips, Montana House of
3 Representatives, House District 33 here in Great Falls. My
4 district encompasses Malmstrom Air Base and the outlying area
5 south and east of town.

6 I don't think it's real popular for politicians to
7 get in these emotional issues sometime, but I read the ad in
8 the paper today, and it kind of made me want to say
9 something, and I think with all due respect to the Committee
10 of the '90s in their ad, I'd like to address a couple of
11 their concerns.

12 I don't know how many folks read the ad, but it was
13 talking about the environmental impact meeting that we're
14 having here tonight. The first question was, it says, "How
15 do you feel about nuclear warheads being flown in and out of
16 Malmstrom on a regular basis?" Well, I don't think it's any
17 big secret that Malmstrom Air Base has been on the map since
18 October of 1962 when John F. Kennedy made his famous
19 statement about the ace in the hole, so what has been being
20 hauled in and out of Malmstrom Air Base with 200 missiles
21 being out here, well, the 200 come on line with the passage
22 of four in 1966. So it's been many years. So that to me
23 don't seem like we're changing much.

24 The next question says, "Do you like the idea of
25 eight to twelve MX missiles on alert 24 hours a day right

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1 here in Great Falls?" I don't know, and what I heard your,
2 the plans for the MX rail garrison, sure, I guess I suppose
3 they stay on alert, but I think within a 25-mile radius here,
4 if you want to look out at Vaughn at India 10 or India 11
5 over here with the buffalo jump, or Alpha 9 up here on the
6 hill at Stockett, we've had missiles out here for years,
7 right here. So that isn't something that really to me is an
8 exciting thing.

9 "Will the Air Force pay for the extra demands
10 placed on our schools in Great Falls, our street or county
11 services?"

12 COLONEL McSHANE: Time's up.

13 JOHN PHILLIPS: Oh, are we finished?

14 COLONEL McSHANE: Yes, sir.

15 JOHN PHILLIPS: I'm sorry, I had three more
16 questions, I mean three more answers. I had them all
17 together, but I appreciate, Colonel, I know you've got to do
18 this. I'd just like to say that I think that the issue here
19 shouldn't be whether we have nuclear weapons systems or not,
20 that is left up to the people in Washington, it's what it
21 does for North Central Montana or Great Falls, what is the
22 impact here. Thank you.

23 COLONEL McSHANE: Thank you, you say, of course,
24 add written comments to be considered.

25 JOHN PHILLIPS: Thank you.

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1 COLONEL McSHANE: Richard Gasvoda. And I probably
2 didn't pronounce that --

3 RICHARD GASVODA: Colonel McShane, members of the
4 panel, I'm Richard Gasvoda. I'm a resident of Cascade County
5 and a Cascade County Commissioner.

6 My position regarding the local deployment of the
7 Peacekeeper Rail Garrison Program in Cascade County is the
8 same as my position regarding the deployment of the Midgetman
9 Defense System, and that is simply that if the President, the
10 Congress and the Pentagon agree that such a defense system is
11 necessary to defend this country against an enemy aggressor,
12 and if it needs to be deployed in this area and specifically
13 at Malmstrom Air Force Base, then I support the deployment
14 and have absolutely every confidence that the impact of such
15 a deployment can and will be resolved by working with the
16 Department of the Air Force and their representatives, and I
17 believe that I can base this on the fact that for the past 25
18 years, Malmstrom Air Force Base and the Department of the Air
19 Force have been very, very good neighbors to Cascade County,
20 and to the city of Great Falls. Thank you.

21 COLONEL McSHANE: Thank you. Mayor Aiken?

22 ARDI AIKEN: Colonel McShane, members of the panel,
23 my name is Ardi Aiken. I reside at 3433 14th Avenue South,
24 Great Falls, Montana. I am the Mayor of the City of Great
25 Falls, and I'm here testifying on behalf of the City

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1 Commission.

2 After reading of the environmental impact the
3 Peacekeeper Rail Garrison Program will have on our city, it
4 was determined by the Commission that it would have little or
5 no adverse impact on Great Falls. On the plus side, however,
6 we would witness an increased population, resulting in an
7 expanded tax base and millions of dollars pumped into our
8 economy. Concurrently, our unemployment rate should drop as
9 new jobs create a peak at 750 during the construction phase
10 and stabilize at 530 permanent jobs during the operational
11 phase. In view of these advantages and others, the Great
12 Falls City Commission supports the deployment of the Rail
13 Garrison Program at Malmstrom Air Force Base, contingent of
14 course on congressional approval of the program. And we
15 anticipate no negative impact on the city's infrastructure,
16 housing or environment as a result of the program.

17 Thank you.

18 COLONEL McSHANE: Thank you. Next will be Doug
19 Larson.

20 DOUG LARSON: Si, I'm Doug Larson, and I represent
21 the Indian Land Company of Ledger, Montana, and I have a
22 couple questions for the panel.

23 One, the quality of your security forces guarding
24 the missiles, we have Quebec 12 on our land up there, and
25 when we were checking our crops one day we had guys come out

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1 toting M-16's, cocking the actions and telling us to get off,
2 just because we were checking our crops. We knew nothing
3 about this. And things like this really concern me, and I
4 really feel that the people's interests aren't being
5 considered here as much as they should be in some respects.

6 LT. COLONEL WALSH: What precisely is your
7 question?

8 DOUG LARSON: My question is that the, I don't feel
9 -- how should I word this? That the quality of all your
10 security forces, I'm wondering if they're adequate and if
11 they are reliable.

12 LT. COLONEL WALSH: Colonel Branch, would you like
13 to respond?

14 COLONEL BRANCH: The security program for this
15 particular weapons system, first of all involves being in the
16 garrison stage, where the system would be envisioned to be at
17 least 99 percent of the time, and that is in a secure area
18 which is secured by manned personnel, it's secured by
19 sensors, special lighting, just like former alert areas are
20 across the country right now, special sensors in a very
21 secure area.

22 When the trains are deployed, the trains would have
23 security personnel and security systems deployed along with
24 the train. This train would probably operate in a very low
25 visibility mode, that is the train would look very much like

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1 any other freight train on the rail. You would not see
2 camouflaged guards with M-16's and M-60's outside of the
3 train, nor would there be very many visible security measures
4 at all. However, there would be a number of personnel and
5 equipment available to secure this train, because it is an
6 important asset. But it's a little bit different operation
7 than the way we do it day-to-day in our strategic missile
8 field.

9 Does that help answer your question?

10 DOUG LARSON: Some extent. Also, on the resources,
11 we're a big state, but like the gravel it would take for all
12 the cement and the rail systems in this area, it's not
13 limitless, and all the construction and stuff that's already
14 been done and what this will take I think has depleted our
15 resources more than they can withstand in this area.

16 COLONEL BRANCH: We don't intend to build upon the
17 already excellent rail beds that are already out there in
18 industrial use right now. In fact, the only part of the
19 railroad that is just the connecting spur that we would
20 construct. The rest of it would be operating on the rail net
21 that's out there right now, that can take this weight and
22 size of train, so we don't intend to do any construction
23 outside of the particular garrison facility on the Base and
24 its supporting facilities.

25 DOUG LARSON: Okay, thanks.

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1 COLONEL McSHANE: Next will be Doug Williamson.

2 DOUG WILLIAMSON: Good evening, I'm Doug
3 Williamson. I'm with the Committee of the '90s. My question
4 to you, maybe not so much question to you, but I'd like to
5 make just a brief statement to our audience here, to our
6 gathering, and that if I may --

7 COLONEL McSHANE: The microphone is set up so that
8 the sound will carry to them if you speak right into it.

9 DOUG WILLIAMSON: Okay. First of all, this system
10 is not intended to be a first strike system. President
11 Reagan stated that on May 11 of 1983. However, if we
12 consider the system, the very presence of this, in my belief,
13 and maybe some others, constitutes a very real threat to the
14 Soviets, that being that at present in 1985, we could have
15 destroyed about one-third of all of their nuclear weapons.
16 1995, with installation of the MX Rail Garrison System, in
17 addition to the other system we already have in place, would
18 allow us to destroy approximately 98 percent of their
19 systems.

20 It seems that this is by its presence threatening
21 to our Soviet counterpart, or Soviet people, in which case if
22 we were to send the Rail Garrison System out, it could be
23 misinterpreted as a threat which could initiate a first
24 strike scenario from the Soviets.

25 Also, there's a question, do we really need the MX

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1 system at present? 81 percent of our nuclear weapons are
2 based, or are submarine or airborne. If the Soviets were to
3 strike us, they would be able to take out nearly all of our
4 land base missiles before we actually had a chance to really
5 get them out. It doesn't take, it takes more than ten
6 minutes to get a missile out of the ground.

7 We already have existing forces in our submarines
8 which are entirely capable of taking care of any Soviet
9 threat that we might have. We have airborne bombers which
10 could get off and take care of it. Do we need to spend an
11 estimated cost of 21 billion dollars for the system to start
12 with, which is now escalated to 30 to 50 billion dollars, do
13 we need to spend that on a system that isn't really necessary
14 and would probably be eliminated in the very first moments of
15 war between our nations if such a thing ever came about?

16 That's my basic question to the audience, do we
17 need to support a system that is in its conception already
18 outdated and unneeded?

19 I have one question for the panel. Colonel Walsh,
20 you stated that there are expected routes for the MX missile
21 were it to be deployed. If there are expected routes,
22 realizing that we have millions and millions of rail lines,
23 are there expected routes, are the people going to be made
24 aware of these expected routes, and if there are expected
25 routes, knowing how well our security sometimes works and

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1 doesn't work, if you know about them, the Soviets are going
2 to find out, too, and is that going to place these expected
3 routes in danger?

4 LT. COLONEL WALSH: Let me respond to that
5 question, and I also want to respond to some of the other
6 previous comments you made. For the expected routes that we
7 use in our analysis, it was for the maintenance train, that
8 is the route from F. M. Warren to each garrison that the
9 train less its reentry system would travel, so we were able
10 to analyze what the probability of accidents would be on
11 those rails based upon the historical records of the train
12 movement on those routes.

13 However, for the operational train, we are not
14 specifying a particular route. We could be anywhere on the
15 national rail net, and so for that portion of our analysis,
16 we analyzed the system as a whole, based upon the expected
17 accident rate for the entire national network.

18 Now I'd like to mention, reply to some other issues
19 that you have raised. The viability of the submarine force,
20 and it is a very effective force, and it does do its task
21 extremely well in that it does remain submerged and hidden
22 for many, many months. However, we must be concerned of a
23 breakthrough in technology that would one day turn our seas
24 transparent, and therefore if we were to put all our
25 resources into submarine force and that technological

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1 breakthrough would occur, we'll be extremely vulnerable, so
2 we don't wish to put all our resources into one ocean of the
3 triad.

4 We do not have airborne bomber forces. They are
5 sitting on alert, and they're ready for dispersal should the
6 President so determine. And the costs for this program are
7 not 30 to 40 billion, but 10 to 15 billion dollars in 1986
8 dollars.

9 I should also point out to you that on a day-to-day
10 basis, the Soviet union does not have sufficient forces
11 deployed that it could successfully, or could launch an
12 attack upon the United States and successfully attack the
13 entire triad from their current posture. They would be
14 attacking knowing that certain elements of our triad would
15 survive and be able to retaliate and do unacceptable damage
16 to the Soviet union. We do not believe any Soviet leader
17 would ever initiate such an attack knowing what the
18 consequences might be.

19 If he were to start increasing the deployment of
20 his forces so that he could launch a credible attack on the
21 triad, we have a high confidence liability to observe such
22 movements. For instance he keeps most of his submarine force
23 in port, so suddenly we would see his port force moved out to
24 sea, that would be a clear signal to us that we should take
25 some counter measures, and some of our counter measures would

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1 be dispersal of the bomber force or the dispersal of the
2 train.

3 So that the dispersal of the train would be in
4 response to an initial action by the Soviet union, and should
5 not be seen as an initial threat to him but should be seen as
6 a responsive action to an offensive move made by the Soviet
7 Union.

8 Thank you very much, sir.

9 MR. DOUG WILLIAMSON: Thank you.

10 COLONEL BRANCH: I need to respond to two aspects
11 of your question, if I may. One, do we know the routes upon
12 which we're going to set these trains and do the Soviets know
13 that, and the answer is yes, that's at least 120,000 linear
14 miles of track in the United States, and we hope the Soviets
15 know that, because that constitutes the credible deterrent
16 system that this is. In other words, the system is
17 potentially deployable over the entire continental United
18 States rail network, which is at least 120,000 miles of good
19 credible track.

20 Secondly I'd like to dispel the notion that by
21 deploying the train somehow creates a deplorable situation.
22 In fact, deploying the trains only puts these trains in a
23 more defensive posture, because in fact the missiles, we have
24 not added any missiles, we have not added any warheads to our
25 nuclear readiness, we simply are dispersing these trains so

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1 that if the Soviets tried to attack us in a first attack, we
2 would have some residual capable weapons, and that should be
3 seen as a stabilizing rather than a provocative fact.

4 Thank you.

5 DOUG WILLIAMSON: Okay, just one other thing. You
6 say credible track. Credible as in believable, we believe
7 it's there, but is it workable and operable?

8 COLONEL BRANCH: Yes, what we've done is we've
9 worked through the Federal Railroad Administration
10 Association of American Railroads and we've commissioned a
11 study for them to tell us what kind of track is suitable for
12 the weight and class of train. The track typically today
13 operates very heavy long haul freight trains over day-to-day,
14 and that study indicates that approaching 170,000 miles, but
15 at least 120,000 lineal miles of those track are totally
16 suitable for the kinds of consists that the rail industry
17 calls it, the makeup of this train that we wish to operate,
18 that's a railroad figure.

19 DOUG WILLIAMSON: Okay, and also 1986, I don't know
20 the figures for 1987, but 1986 saw almost one accident
21 involving chemical or contaminants on our rail systems,
22 that's one a day, which means if our, if the system was
23 dispersed one day, that doesn't mean that it couldn't happen
24 on that one day. Are we ready for that?

25 LT. COLONEL WALSH: What, is that a rhetorical

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1 question, or would you like us to --

2 DOUG WILLIAMSON: Yes, that's a rhetorical
3 question, we'll just leave it at that. Thank you.

4 COLONEL McSHANE: Thank you. Tim Ryan, please.

5 TIM RYAN: Colonel McShane, members of the
6 committee, my name is Tim Ryan, I'm chairman of the Committee
7 of the '80s. Our position is and always has been that we
8 leave the decisions as to the defense of our country to the
9 policymakers in Washington, D. C., the Department of Defense
10 and the elected officials of this country. We also support
11 those decisions and stand ready to implement them in our
12 community in any way that we can.

13 We feel strongly that the price of peace is
14 constant vigilance, and we stand as a free nation here this
15 evening, able to debate this, because we've been able, we've
16 been willing to pay the price in the past, and we believe
17 we're still willing to pay the price tonight.

18 Thank you.

19 COLONEL McSHANE: Thank you. Sister Pat
20 Funderhide, is that close? Sister Pat?

21 SISTER PAT FUNDERHIDE: I'll pass.

22 COLONEL McSHANE: You pass?

23 SISTER PAT FUNDERHIDE: Yes.

24 COLONEL McSHANE: All right, thank you. Paul
25 Stephens?

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1 PAUL STEPHENS: Colonel McShane, first of all, is
2 this just a question, will I have another chance to make a
3 statement, or is this everything?

4 COLONEL McSHANE: This is everything.

5 PAUL STEPHENS: Okay, my name is Paul Stephens, and
6 I'm speaking as a member of the Committee of the '90s, the
7 regional organization whose goal is to create a healthy
8 nonmilitaristic economy through a broad military awareness of
9 the MX and how they impact the local economy.

10 In the midst of the drought, a regional economic
11 depression and a national economic situation characterized by
12 massive deficits, a shortage of investment capital, a
13 gigantic trade deficit and shortage of government funds for
14 social programs, education, high tech research and
15 development, medical gear and other vital needs, we find it
16 hard to believe that the Air Force and various military
17 contractors would ask the American people and the Congress
18 that represents us to spend tens of billions of dollars on a
19 new land based strategic missile system. All the expert
20 testimony indicates that there is no need for this system,
21 the Midgetman or anything like it.

22 We are presently in the midst of a serious arms
23 negotiations process with the other nuclear powers, and
24 there's every indication that we all have a common interest
25 in dismantling our nuclear weapons completely. Yes, this is

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1 an environmental impact hearing and we are supposed to
2 address the environmental impacts of this proposed
3 deployment. The intent of the act which requires this
4 hearing is to protect the environment. In our view, there is
5 no single greater threat to the environment than nuclear
6 weapons, their production, deployment and possible
7 utilization.

8 It is futile and illogical for the Air Force to
9 claim that these weapons are being deployed and maintained so
10 that they will never be used. If they will never be used,
11 why deploy them in the first place? It is clear to us here
12 in Great Falls that it is economic interest, defense
13 contractors and local business people who favor this
14 deployment. Out of all the counties in Montana, only one
15 will realize any short-term net economic benefit.

16 These missiles aren't built with free money. Every
17 dollar allocated to their production and maintenance must be
18 taken away from some other use. Since most of this defense
19 build-up is believed to have been financed by deficits, it is
20 the capital market and investments in American business which
21 have suffered the most. Our lack of competitiveness, the
22 expense of millions of jobs, and our continuing massive
23 deficit in international trades are all attributable to
24 having spent over a trillion dollars on weapons acquisition
25 over the past eight years.

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1 Let's go on to a question here. The proper
2 production of nuclear weapons hidden within the civilian
3 budget of the Energy Department is probably the most
4 environmentally harmful, destructive and costly environmental
5 impact. Right now, it is estimated that merely to clean up
6 and dispose of all the nuclear waste at Hanford and other
7 nuclear waste sites will cost in excess of a hundred billion
8 dollars. Decommissioning and disposing of all the civilian
9 knowledge associated with nuclear power will cost hundreds of
10 billions more.

11 Why does the EIS not include an analysis of these
12 costs and how they will be paid? This is one of the
13 fundamental issues surrounding the development of and
14 deployment of nuclear weapons, yet the government continually
15 stalls and puts off giving us any answers to these
16 questions. Can you give us one here tonight?

17 LT. COLONEL WALSH: I will ask Major Van Ness to
18 respond to that question.

19 MAJOR VAN NESS: If the appropriate, or the nature
20 of your question is why we have not discussed the
21 environmental effects associated with the commission, the
22 answer is essentially what we carry in the document itself,
23 and that is simply that it's difficult at this time to
24 project what legal regime we'll be under say 10, 15, 20 years
25 from now, at the point we might be asked to consider

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1 decommissioning, that it would be very speculative for us to
2 at this point consider, try to take into consideration what
3 we might do with the materials that make up both the
4 propellants and the weapon itself.

5 And so what we have done is promised in the
6 document itself that at the time that we would consider
7 decommissioning, we will do an environmental analysis much
8 like the one we're doing now, that would take into
9 consideration the environmental effects associated with
10 decommissioning the weapon.

11 PAUL STEPHENS: That isn't quite the question I
12 have. I want to know what, first of all it's the nuclear
13 warheads I'm most concerned with, actually decommissioning
14 the weapon system at a future date is a minor expense. I'm
15 talking about the 100 billion dollars projected to clean up
16 Hanford and Savannah River and these other nuclear weapons
17 plants, Rocky Flats, Amarillo, these other places. We're
18 looking at a bill there of at least 100 billion dollars or
19 more; yet when it comes to those associated costs with
20 building nuclear weapons, I realize this isn't even the Air
21 Force's baby, this is the Department of Energy, all the
22 nuclear weapons are produced under the mantle of the
23 Department of Energy, so they're not even probably listed as
24 a military expenditure as far as I know, but that's the real
25 problem I'm concerned about here.

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1 MAJOR VAN NESS: Well, if you would care to look at
2 Chapter 5 of the document, you'll see that the answer is
3 essentially the one you have just given us, and that is that
4 the Department of Energy has the responsibility for analyzing
5 the environmental effects associated with both the production
6 of nuclear weapons, and in the event that some of these
7 production facilities would be decommissioned or their useful
8 life ended, they would be responsible for the documentation
9 that would accompany those activities.

10 I might add that at present when weapons become
11 obsolete, the material that is used in those weapons is not
12 disposed of, it's reutilized to make new weapons, rather than
13 trying to dispose of it and then have to produce additional
14 material.

15 PAUL STEPHENS: It seems to me that the Air Force
16 or the military, the Defense Department in particular, should
17 have the responsibility for like cleaning up Hanford, and a
18 little bit more I want to say here. The Air Force would be
19 doing a major public service by drawing up plans to clean up
20 and dispose of all the nuclear wastes which advanced nuclear
21 weapons systems have produced. Spend the 20 to 70 billion
22 dollars earmarked for MX and Midgetman systems in this effort
23 and then come back and ask for more, because they'd probably
24 need more than that. When everything is cleaned up, look at
25 the international situation. If we are being threatened by

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1 some Soviet arms buildup, and most past ones have proven to
2 be illusionary or actual Pentagon fabrications, then come
3 back and ask us for money to build a new strategic weapons
4 system. Most of us doubt that will ever happen, but if it
5 does, we'll be prepared to listen and seriously consider your
6 proposals.

7 I mean this is a process of sweeping the dirt under
8 the rug and leaving it to the next generation, plus, you
9 know, the danger of nuclear war needn't even be mentioned,
10 but it should be considered, too. I mean what if these
11 weapons go off, the whole state of Montana is gone. So it's
12 you know, this whole hearing is dealing with trivials and not
13 really addressing the issues that concern me, anyway.

14 COLONEL McSHANE: I think that's plenty of time.

15 PAUL STEPHENS: Okay, thank you.

16 COLONEL McSHANE: Next up is Edward Larson.

17 EDWARD LARSON: I'm Edward Larson. I'm President
18 of D and D Land Company in Ledger, Montana. My question is
19 to the panel, have they actually looked into the amount of
20 gravel that's going to have to be removed from this area to
21 build this complex out here at this site in relation to what
22 it's going to do for the future homes and children and their
23 children's children down the road?

24 LT. COLONEL WALSH: I'd like to ask Dr. Kramer to
25 respond to your question.

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1 DR. KRAMER: Yes, sir, we have actually queried the
2 producers not only of this area but of all the bases we're
3 considering, and all of them have said what will be used, is
4 projected to be used, will not impact, as far as they can
5 tell, their current resources and supplies.

6 EDWARD LARSON: Well, okay. I'd like to make one
7 more objection here. This is a farming community, today is
8 August 9, we are in the middle of a harvest, there's a lot of
9 farmers that cannot just shut combines down to come up here
10 today, and I believe that this hearing should be held in some
11 different areas other than Great Falls, too. It's going to
12 affect Conrad and outlying areas.

13 Thank you very much.

14 COLONEL McSHANE: Thank you. Ray Jergeson?

15 RAY JERGESON: My name is Ray Jergeson. I'm with
16 the Committee of the '90s, and whereas at least 50 issues
17 raised at the earlier scoping meeting were either ignored or
18 inadequately answered in the DEIS, I address the following
19 remarks, and I'll resubmit those 30 questions in writing.

20 I address these remarks to my neighbors here and
21 anyone who happens to read the subsequent transcript.

22 I'm a local businessman, a home owner and a
23 taxpayer, Montana native and an Air Force veteran. Like you,
24 I'd probably rather be home tonight, but we're all here
25 because we care about the direction of our community. We

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1 find ourselves caught in the middle of an argument not of our
2 own choosing. Some in Congress would have us welcome the
3 deployment of the Midgetman nuclear system. Others in
4 Congress and the Defense Department would have us host the
5 nuclear MX rail garrison. A handful of extremists would
6 saddle us with both, so instead of being a regional trade
7 center that happens to have a base nearby, we are on the
8 threshold of becoming a garrison town, a nuclear city. We
9 are on the threshold of a boom and bust economy.

10 The assumptions of Congress and the Air Force are
11 arrogant at best, absurd at worst. Assumption Number 1 is
12 that we need more nuclear weapons. This assumption falls
13 flat on two counts. Count 1 is that both the U.S. and the
14 Soviets have run out of viable targets, making both of these
15 systems redundant. Count Number 2, we don't even know how to
16 safely store the current wastes of current and past bomb
17 production, let alone add to that pile. Witness the leakage
18 at Hanford Reservation up wind from us in Washington state
19 and the Air Force cannot separate its responsibility from
20 those wastes.

21 Assumption Number 2 is that we rural folks are more
22 expendable than urban folks. This assumption has been
23 operative 30 years. We get the crumbs and associated hazards
24 and dangers of deployment, while our urban cousins get the
25 plums of research, design and construction. If these death

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1 tools are so beneficent, place them where they're built, or
2 place them in Washington D. C. itself.

3 Assumption Number 3, both Congress and the Air
4 Force assume that we can afford more nuclear systems. Even
5 without cost overruns and procurement fraud, we cannot afford
6 to build more nuclear bombs while our very infrastructure
7 falls apart before our eyes. In view of budget deficiency
8 and the serious arms limitation negotiations, it's time for
9 us to say enough is enough.

10 In conclusion, let me quote President Eisenhower.

11 This world in arms is not spending money alone.

12 "It is spending the sweat of its laborers, the genius of its
13 scientists, the hopes of its children. This is not a way of
14 life at all in any true sense. Under the cloud of threaten-
15 ing war, it is humanity hanging from a cross of iron."

16 Thank you.

17 COLONEL MCSHANE: Thank you. Gordon Whirry.

18 GORDON WHIRRY: Colonel McShane, members of the
19 panel, my name is Gordon Whirry. I'm a resident of Great
20 Falls, speaking for myself.

21 When I read the draft environmental statement, I
22 find not an objective analysis of impacts, but an elaborate
23 and expensive rationalization of decisions already made. And
24 I wonder if you are listening to the people of this country.
25 I wonder why only one hearing is being held in Montana. I

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1 wonder why 329 million dollars in MX contracts were let this
2 June. I wonder why construction is under way now at
3 Malmstrom for the Midgetman launcher storage building and
4 offices. Does any of this matter?

5 The general deficiency I see in the Draft
6 Environmental Impact Statement is the tendency to gloss over
7 harmful impacts, particularly those born by the average
8 citizen. Some of these include increased taxes to make up
9 the revenue shortfalls, which are projected at 130,000 per
10 year in '93 with the MX and KC-135, and as much as 900,000
11 per year in '96, if Midgetman is added.

12 The second impact would be increased unemployment
13 brought on by an influx of people outnumbering the jobs
14 created. Yes, there will be new jobs, estimated to be 735
15 with indirect included. This compares to 148,000 nationally.
16 This sort of economic activity and expenditure nationally
17 will increase inflation, and the diversion of 10 to 15
18 billion dollars from the private to the governmental sectors
19 will further weaken our economy and add to an already
20 disastrous national debt. Attracting new businesses and
21 tourists to Great Falls will become harder as we become more
22 dependent on the military economy and gain the reputation of
23 being a company town whose business is missiles.

24 We will see more traffic congestion, more demand
25 for public services, more costly housing, and shortages of

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1 affordable housing. It's important to remember that the
2 impacts and risks will also be multiplied potentially eleven
3 times for each of the garrison communities. My belief is
4 that we cannot abdicate our responsibility to someone in
5 Washington. But the time has come to quit wasting money on
6 unsafe, unworkable, destabilizing new weapons systems. Our
7 real security and well-being will be better served by a
8 strong, private sector economy. We must learn to turn our
9 capital and our creativity toward productive uses, and turn
10 our hearts toward living.

11 Thank you.

12 COLONEL MCSHANE: Thank you. Jim Cummings.

13 JIM CUMMINGS: I'm Jim Cummings and I am a resident
14 of Great Falls. I've lived in this area during the nuclear
15 armament period with the Minuteman program, and I've seen the
16 benefit to the local economy work for us in the community
17 well-being. The proposed Air Force projects can and would
18 address the significant impacts to the communities and to the
19 environment, and if the implementation of this program is in
20 the best interests of the country and our well-being, it
21 would be implemented. I believe an upgraded missile program
22 would assist the U. S. continued triad deterrent and maintain
23 our current peaceful status.

24 Thank you.

25 COLONEL MCSHANE: Thank you. Ed Matteucci?

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1 ED MATTEUCCI: Colonel McShane, members of the
2 panel, first of all I have a question. In the listing of the
3 bases, have they been prioritized in relationship to which
4 ones would get missiles first if in fact they were
5 implemented, if the program was implemented?

6 LT. COLONEL WALSH: There has been no
7 prioritization of the bases at this time. The Air Force is
8 conducting an analysis of all bases that have been given
9 equal treatment. The Environmental Impact Statement will be
10 just one assessment that will go into the final analysis.

11 Other considerations of course will be such things
12 as the cost of going to a particular location, the number of
13 personnel required at a location, mission conflicts, how that
14 particular place or location fits into the operational effect
15 of the system. When we have completed this analysis, then we
16 will make an appropriate recommendation to the decision maker
17 on the prioritized list.

18 ED MATTEUCCI: I meant to say that my name also is
19 Ed Matteucci, and I do live here in Great Falls. As we try
20 to understand the word freedom, it's amazing that the word
21 has the word "free" in it. I don't think freedom in any
22 sense of the word has ever been free. It does cost
23 something. It costs money, it costs manpower, it costs a lot
24 of things to remain free.

25 As we live in our democracy, we've certainly

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22

1 elected knowledgeable and capable officials, we have many
2 appointed officials, and if it is in their determination and
3 the best interest to keep our country free by implementing
4 this program, I fully support it 100 percent.

5 Thank you.

6 COLONEL MCSHANE: Thank you. T. E. Furrey.

7 T. E. FURREY: I have no comments at this time,
8 thank you.

9 COLONEL MCSHANE: Thank you. Dave Madson? Dave
10 Madson? Not here? Gordon Matheson.

11 GORDON MATHESON: Thank you, Colonel, members of
12 the panel, I'm Gordon Matheson, I'm from Ledger Montana, and
13 I'm a member of the Committee of the '90s.

14 I think this is a very important issue we're
15 talking about. The last time the nuclear bomb was used was
16 43 years ago, and I hope it's a lot longer than that before
17 the next time that one is used. I was happy then because I
18 got to come home, but I'm really concerned about the
19 proliferation of these nuclear arms. The casual way that
20 Colonel Walsh discussed the safety of the thing kind of
21 bothered me. What is a credible accident, anyway, is one
22 question that I had. I don't necessarily need an answer. I
23 think it's kind of self-explanatory, and I think a lot of the
24 discussion that was kind of handled in that way, like
25 negligible impact and so forth, I think there are some real

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1 issues that the impact statement does not really address
2 thoroughly.

3 I haven't had time to read it, I've been busy with
4 harvest. I've glanced through it a little bit and I think it
5 leaves a lot of questions kind of hanging with adjectives
6 that don't really define, I think, maybe what he meant to
7 say.

8 I would like to ask another question. When there
9 was an acquisition of land for the purpose of building
10 missiles, landowners were paid fair market value. Yet that
11 land was taken forever out of production, forever removed
12 from that person's livelihood and converted to a different
13 use, and in my opinion, when you convert land to another use,
14 fair market value for agricultural or other use should not be
15 what prevails, but the use to which you're putting it. And I
16 think consideration should be given to the time period that
17 you're taking that land out of production and off the tax
18 rolls and so forth. So I wondered what you mean by fair
19 market value.

20 LT. COLONEL WALSH: I'll ask Major Van Ness to
21 respond to that question, please.

22 MAJOR VAN NESS: Well, the process we go through
23 when we need to acquire land, whether it be in fee simple,
24 meaning the entire ownership, or whether it be an easement to
25 be imposed to affect our safety clear zone, is that we,

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1 either through the Air Force itself or through our
2 acquisition agent, the Army Corps of Engineers, contract with
3 appraisers in the community, typically members of the
4 appraisal institute who are familiar with local realty
5 conditions, and we ask them to calculate for us fair market
6 value, just as you would in any other sort of land
7 transaction, what a willing buyer would pay a willing seller
8 for the property. And that's what we offer you, that is our
9 first offer to you, because we are required by law to offer
10 you the full value that the appraiser determines that
11 interest is worth.

12 I might also point out that most of the real estate
13 that is necessary for this program here at Malmstrom Air
14 Force Base is in the nature of a quantitative safety zone, that
15 is simply an easement. The imposition of the easement on
16 that property does not prohibit its use typically for the
17 activity that it's presently being used for. It would permit
18 continued agricultural use. It's principally -- the safety
19 zone is principally designed to prohibit the building of
20 homes for human occupation or large gatherings of people.

21 GORDON MATHESON: I recognize that, but if you're
22 going to convert it to housing, then it ought to be
23 appraised.

24 MAJOR VAN NESS: That is a fee piece that was being
25 appraised for housing, yes, sir.

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25 1 GORDON MATHEWSON: Okay, at any rate, I'm concerned
2 with some of the other issues that have been raised here, I'm
3 not going to go into those, but safety, in the case that we
4 dismantle these things, I think is of real concern, and I
5 don't think the Air Force should be passing the buck on that
6 issue. I think they really should be doing something about
7 the nuclear wastes that are up wind from us. But I am not
8 going to leave those issues to the elected officials or
9 appointed officials, either. I make my wishes known to our
10 delegation and to our other officials, so that's my stand on
11 that.

12 Thank you.

13 COLONEL MCSHANE: Thank you. Sheila Maybanks,
14 please?

26 15 SHEILA MAYBANKS: I'm Sheila Maybanks. I live in
16 Great Falls. I'm here as a representative of the League of
17 Women Voters, and I would like to put it on the record again
18 that the League of Women Voters of America does not support
19 the MX in any basing mode. They don't support modernization
20 of the land, because it both increases the vulnerability and
21 it's destabilizing.

27 22 Aside from that, at the hearing this spring,
23 several people brought up the problem of possible sabotage of
24 rail lines, and although I looked at the EIS, I didn't see
25 that addressed. And it seems to me that, you know, maybe

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27 1 you'll say that that's classified or something, I don't know,
2 but if it's not guarded, if there aren't some kind of
3 security measures along train tracks, all 120,000 miles of
4 it, it's going to be very vulnerable, it's a rather fragile
5 system, and if it is guarded I think that has a lot of
6 implications for the quality of life, not just for us but all
7 over the country wherever this might go, in terms of civil
8 liberties, access to property, freedom to go places, you
9 know, and I don't know that -- like could you speak to that?

10 LT. COLONEL WALSH: Yes, Ma'm. We feel that there
11 is a very low probability of sabotage to the system, and the
12 reason we feel that is because it would be unambiguous
13 warning to us of some ill intent on the behalf of a foreign
14 country, and it would allow us to take the appropriate action
15 to alert our strategic forces, and that would be exactly the
16 opposite of what any potential enemy would want to give us
17 some strategic warning. So we feel that there is very low
18 probability of such an attempt.

19 Further, it should be emphasized that the train can
20 launch, the missiles can be launched from the train even as
21 it sits within the garrison. So even though the tracks could
22 be sabotaged immediately outside the gate, the train could
23 still fulfill its mission.

24 Further, we will of course be able to physically
25 review the track immediately outside the base to insure that

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1 it's safe for transit, and once the train has got integrated
2 into the system, it would be very difficult for the potential
3 saboteur to know precisely where the train is and sabotage
4 that line. We feel that even if he were successful in one
5 train, that the other trains would be able to move unscathed.

6 So we do not feel that that is a potential
7 problem. There is a security force on the train that is to
8 prevent any unauthorized access to the weapons system.
9 However, the measures that they use and the size of force is,
10 for obvious reasons, classified, so I will not go into any
11 further detail on that.

12 Does that answer your question, Ma'm?

13 SHEILA MAYBANKS: Well, kind of, maybe sabotage is
14 the wrong word, maybe vandalism or destruction. I mean
15 there's foreign powers that could do that and there's also
16 crazy people. Again, did you all read the papers this week?
17 You know, I think that points up how very fragile this mode
18 of transportation can be, you know. Anyway I don't think
19 that was adequately addressed in the EIS. Thank you.

20 COLONEL MCSHANE: Thank you. Tom Boland?

21 TOM BOLAND: I have read this DEIS, and I'd like to
22 have a couple of questions answered if I may, the first one
23 by Mr. Hickman of the panel table.

24 Mr. Hickman, I understand from reading the back of
25 this book that you are one of the principal authors in this

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1 DEIS, is that right?

2 MR. HICKMAN: I did contribute to its writing, yes,
3 sir.

4 TOM BOLAND: Are you an employee of Tetra Tech,
5 Inc.?

6 MR. HICKMAN: That is correct.

7 TOM BOLAND: And where is Tetra Tech, Inc., based?

8 MR. HICKMAN: The home office is in Pasadena,
9 California.

10 TOM BOLAND: Is it a California corporation?

11 MR. HICKMAN: It's currently a Delaware
12 corporation.

13 TOM BOLAND: I understand from Colonel Walsh that
14 Tetra Tech, Inc., was hired by the Air Force to prepare this
15 Draft Environmental Impact Statement; is that correct?

16 MR. HICKMAN: That is correct.

17 TOM BOLAND: What did Tetra Tech, Inc., receive for
18 compensation from the Air Force for this draft?

19 MR. HICKMAN: I am not fully aware of the monetary
20 contract that was involved.

21 TOM BOLAND: Who might know at Tetra Tech, Inc.,
22 can you give me a name?

23 MR. HICKMAN: Colonel Walsh can probably answer
24 that question.

25 LT. COLONEL WALSH: The approximate cost of

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1 preparing the entire document, that is leading to the final
2 EIS, that would be in the neighborhood of between 7 and 8
3 million dollars.

4 TOM BOLAND: The reason I ask is this, if anyone
5 would carefully peruse, or quickly peruse the list of
6 preparers and see the number of Ph.D.'s and MBA's, MA's, MS's
7 and so on that are purportedly employees of Tetra Tech, Inc.,
8 it literally spans not only the United States, but reaches
9 into Canada and so on, and I'm wondering if someone could
10 very quickly, using their time, not mine, tell me a little
11 bit about Tetra Tech, Inc., because it's frankly a
12 corporation I've not heard of.

13 LT. COLONEL WALSH: I will explain the process,
14 yes, sir. Three years ago, a contract expired where we had
15 hired a company to work on the Peacekeeper Minuteman silos
16 project. We, the Air Force put out a request for proposals
17 nationwide for the major, or any, for that matter,
18 environmental corporations in the country. We had over a
19 hundred corporations express interest in competing for the
20 program. Of that number, some of them consolidated their
21 proposals, some went into subcontracts to some proposals, but
22 nevertheless we had some of the most capable environmental
23 contractors in the country compete for this program, with
24 representatives from, well, from the, from all over,
25 representing the East Coast, the West Coast and some of the

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1 middle west states.

2 We evaluated the capabilities of these companies
3 based upon their past performance and how they put the, the
4 stuff they were willing to present to this program, and how
5 they wished to, were proposing going about preparing an EIS.
6 And based upon a very rigid analysis, we selected Tetra Tech
7 as presenting the best proposal of meeting the Air Force
8 needs and preparing the Environmental Impact Statement.

9 They not only had the expertise, but they also had
10 the ingenuity and they also had the past performance working
11 on many major efforts, some of which are located in working
12 for the Bureau of Land Management in Montana, working for the
13 deactivation of the Titan site, working for the, I believe
14 the shuttle facility at Vandenberg Air Force Base, a very
15 credible company with, that looked like they could do the
16 best job for the Air Force. That's why we chose them.

17 TOM BOLAND: I didn't want you to defend them, I
18 wanted to know a little bit about them, but I'll address that
19 in another forum. Very, very briefly, I want to say for this
20 record that when I heard about the first hearing here in
21 Great Falls, Montana, in mid-March of '88, I did what I
22 thought a conscientious citizen ought to do in a democracy,
23 show up, learn about it, read, ask questions if they come
24 up. I was assured at that hearing, as others were, that
25 comments and questions would be carefully considered when the

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1 draft was prepared.

2 I put my name on the list and asked for a draft to
3 be sent to my home, and I read it from time to time when I
4 had the chance. I do not find a single comment or question
5 responded to or considered in this draft based upon the three
6 or more hours of participation from both sides of the issue
7 during this Great Falls hearing. And from my personal
8 perspective, I think this Draft EIS is an insult to the
9 political and the public process in this country, because it
10 simply does not purport to be what we were assured by Lt.
11 Colonel Walsh it would be.

12 And when Lt. Colonel Walsh tells us again tonight
13 that our comments will be carefully considered and that we
14 should write our comments and postmark them by such and such
15 a date so that they can be carefully considered, with all due
16 respect to Colonel Walsh, I don't believe it.

17 LT. COLONEL WALSH: May I respond, please?

18 COLONEL McSHANE: Go ahead, Colonel.

19 LT. COLONEL WALSH: Sir, there is a distinction
20 between a scoping meeting and a public hearing. We took the
21 inputs that were provided to us at all eleven locations, and
22 we carefully considered them, and some of them were
23 incorporated into the document, some of them were not
24 considered appropriate, and some of them would not offer a
25 big enough or large enough impact to warrant a discussion in

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1 this document. I should point out to you that we're
2 discussing the impacts at eleven bases, and to discuss every
3 detail of the deployment at each location would require
4 probably eleven volumes the size of the one you received.
5 That defeats the purpose of an EIS. So in the interest of
6 making a usable document, we had to make some concessions to
7 being concise, precise and making a usable document to the
8 decision maker. And that's what you see in front of you.

9 Now, we come before you tonight to get your
10 comments on the adequacy of that document. This is a public
11 hearing as opposed to a scoping meeting. We have a legal
12 responsibility to provide a verbatim transcript of what
13 happens here tonight and a legal responsibility in the final
14 EIS to respond to every issue that you raise here as an
15 example of the document's inadequacy, and we have to explain
16 to you why we did not incorporate your comments in the final
17 document, or identify where we made the appropriate changes
18 in the document in response to your input. That is the
19 difference between a scoping meeting and a public hearing.

20 Thank you very much, sir.

21 COLONEL McSHANE: Allan Hahn.

22 ALLAN HAHN: My name is Allan Hahn. I live at 707
23 Tenth Street North in Great Falls, Montana. Unfortunately I
24 was unable to read the impact statement in my environmental
25 study. As Colonel up there observed, it was turned around

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1 backwards, and I'm a little bit confused.

2 I do have several problems with what I have seen.
3 One, as the gentleman explained very eloquently, is I did not
4 see in what I was able to read some of my concerns that I did
5 express at that meeting, and that does concern me. What I
6 was able to read, I have questions about the validity of the
7 statistics that are used.

8 I do know of just the other day a train derailed
9 because of bad track on a major rail track that dumped an
10 Amtrak train, as a matter of fact, all on its side. I've
11 noticed that the statistics sit down and say there's one in a
12 thousand and so many people died. There was an accident just
13 the other day, just recently, of one of the missiles blew up
14 in Utah, and already more people have died than what is in
15 the statistics.

16 I sit down -- I believe the statement was made that
17 14 million dollars in income from the Air Force was added to
18 the community. I sat down and roughly figured up the housing
19 requirements, not for what is added, and the Air Force is in
20 direct competition with local business. It has taken 5.7
21 million of that out of the local economy. Is this -- my
22 question comes down, is this, do the statistics come off how
23 much is paid out or how much actually gets out into the
24 community?

25 COLONEL McSRANE: Did you want an answer to that.

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1 if possible, tonight?

2 ALLAN HARN: Yes, I would.

3 LT. COLONEL WALSH: The number that was provided
4 was based upon what would actually go into the community from
5 the spending on this particular program. You will note as
6 you go through each installation that while the size of the
7 projects may be approximately the same, the dollars actually
8 going to a community are directly related to the numbers of
9 services that that community provides. A smaller community
10 would see less money stopping there and more money passing
11 through to larger communities that provide the services.

12 So what you see in the document is what money is
13 coming out of the program and actually being spent and
14 staying within the local community of Great Falls. It does
15 not take into account the taxes that are paid. That is
16 another consideration by Congress. Congress has targeted a
17 certain amount of money for the military spending, and we are
18 to assume that they will be spent whether it be for the
19 Peacekeeper Rail Garrison or for conventional weapons or for
20 some other weapons as seen appropriate by the Congress. So
21 we've not made any adjustments for that, we've assumed that
22 that money would be spent one way or the other by Congress.

23 ALLAN HARN: I have another question that bothers
24 me. I know this question will never happen, and I'm a great
25 believer in the word yet. Just assume that even against all

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1 odds a nuclear missile went out of the Peacekeeper garrison,
2 that is the live nuclear warhead blew up for whatever reason,
3 a freak accident, ultra freak accident; what protection is
4 there for this community? Now I have a daughter that is less
5 than two years old and a son that is 40 days old, and he has
6 a right to life. I'm 40, and I have lived a good life. But
7 he has a right and a life to live yet, and I see no
8 appropriation -- I see safety measures for the Air Force
9 personnel, but I see absolutely no safety measures for
10 civilian personnel in the areas. I'd like to know what's
11 being done with this, what's being considered on this.

12 LT. COLONEL WALSH: Well, first of all, I would
13 like to reassure you that there is no possibility of a
14 nuclear detonation. There needs to be a very logical
15 sequence of events that would occur to activate the warhead,
16 and these events cannot occur until the weapons system has
17 reached ballistic velocities, and only then on the
18 trajectory. It is impossible in the day-to-day activities of
19 all peacetime movements for such activation to occur. So the
20 nuclear detonation is not a possibility.

21 Now, we do acknowledge within the document the
22 possibility, however remote, of an explosion of the
23 propellant, a propellant fire or explosion. We feel that
24 this is very remote, but on the other hand we do acknowledge
25 that we could create a scenario where an explosion could

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1 occur. For that reason, we have established a safety zone
2 around where it would be stored probably about 99.9 percent
3 of the time. Now, just like you do not have an explosive
4 danger zone or protective zones around the railroad for the
5 movement of poisonous gases or other hazardous materials
6 moved by the rail, and the reason they don't have that is
7 because the exposure of the public is very transitory. But
8 for the same reason, we would not have a safety zone around
9 the rail for the movement of the Peacekeeper Rail Garrison,
10 and in fact the threat or the potential danger posed by the
11 Peacekeeper missile in movement is much less than that posed
12 by merely the hazardous materials that are on the tracks
13 today.

14 Thank you, sir.

15 ALLAN HARN: This gets back, this gets back to
16 statistics again. The greatest majority of accidents that
17 I've seen and read in newspapers have all involved urban
18 areas, thousands of people have had to be evacuated. I look
19 at the statistics that were given to us tonight, and
20 unfortunately I couldn't read them because, like I say, my
21 book is a little goofed up, those statistics say if you took
22 the entire rail area and sat down and said, okay, we'll
23 divide this and that, those statistics would hold true. But
24 those statistics happen in Great Falls or in the immediate
25 vicinity, not in the Peacekeeper garrison, say there was an

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1 accident outside of there, and they were transported, then it
2 affects a much larger area and a great number of people would
3 be in danger. A lot of accidents happen in transfer yards
4 where they're changing trains, so a lot of them seem to be
5 happening not out on the open rail. That's where I'm
6 concerned.

7 LT. COLONEL WALSH: You're correct, sir. In our
8 analysis, however, we took the worst case and we did not take
9 any credit for not using any portion of the rail. However,
10 it would be very unlikely that we would be, would have the
11 Peacekeeper Rail Garrison in a transfer yard being subjected
12 to something where most of the accidents do occur. But we
13 took the worst case in our scenario, in our analysis, and did
14 not take credit for that.

15 ALLAN HAHN: Okay, thank you.

16 COLONEL McSHANE: Thank you. Harvey Lowthian.

17 HARVEY LOWTHIAN: I'm Harvey Lowthian, a resident
18 of Great Falls, taxpayer of Cascade County, Montana, the
19 United States. I've got one question, if I may. Can you
20 tell me what the average speed of an operational train would
21 be in the system?

22 LT. COLONEL WALSH: Colonel Branch, would you
23 answer that, please?

24 COLONEL BRANCH: Yes, sir, we anticipate that the
25 train will be capable of 55 to perhaps 60 miles an hour, but

1 we calculate our dispersal for this train on an average speed
2 of about 30 miles an hour.

3 HARVEY LOWTHIAN: Does that integrate itself then
4 into the operational systems of whoever's rail line that
5 you're on?

6 COLONEL BRANCH: Yes, that's adequate, certainly,
7 for interoperability, I think is your question. In fact
8 we've conducted three exercises where we've actually gone out
9 on the rails and interoperated, we've had our folks out
10 learning how to do that, and those speeds seem to be
11 satisfactory to accommodate a smooth flow into the railroad
12 network.

13 HARVEY LOWTHIAN: Okay, thank you. I would only
14 say at this point that I'm neither a hawk nor a dove. I have
15 children, immaterial to me whether in war time they're killed
16 by conventional weapons or nuclear weapons, the net effect is
17 the same. This is an environmental impact hearing, and as
18 such, myself, my wife and my children support the basing of
19 the MX system at Malmstrom if it's deemed to be the place to
20 put it, based upon what appears to us at least to be minimal
21 adverse environmental impacts on this community. Thank you.

22 COLONEL McSHANE: Thank you. Len Loring?

23 LEN LORING: Pass.

24 COLONEL McSHANE: All right, Claire Baiz, B-a-i-z.

25 CLAIRE BAIZ: Baiz is correct. My name is Claire

1 Baiz, and I'm a Great Falls native and resident. I am
2 ideologically opposed to nuclear weapon technology. It ought
3 to be enough that surveys indicate that people in this nation
4 oppose nuclear proliferation, but it is as though the
5 military is asking us to justify saving ourselves as
6 Montanans or citizens of a great nation or members of the
7 human race. But the basic dignity and divinity of the human
8 spirit is not reason enough to stop the MX. You want
9 specific, not moral issues. And with this incredibly flawed
10 weapons system, enough details come to mind to defeat the MX
11 on its own distinctive lack of merits.

12 Having read much of the DEIS, a few specifics come
13 to mind. First, cost. Apparently the projected cost of 15
14 billion dollars does not include the cost of the bombs.
15 Along with your failure to include a schedule of projected
16 cost overruns, this is a glaring omission in the DEIS and
17 makes it a misleading and therefore dangerous document to
18 those who are weighing costs and benefits in MX rail
19 garrisons solely on that document. Is this the, quote,
20 usable document to the decision maker, as Colonel Walsh
21 stated a few minutes ago?

22 Second, reliability. Now can the Air Force assess
23 the reliability of the MX with no planned testing on the rail
24 lines? I'm beginning to doubt the Air Force's intention of
25 mobility at all. When it comes right down to it, is the MX

1 mobile?

2 Third, safety. The condition of existing track in
3 Montana is deplorable. With the complicating factors of
4 buckling and snapping track in extreme weather conditions and
5 high wind problems not taken into adequate consideration in
6 the DEIS, this document is again flawed. The vulnerability
7 of rural track to sabotage and terrorism, which by the way
8 Colonel Walsh does not have a bureaucracy with which to
9 respond, is visibly evident and inadequately addressed in the
10 DEIS.

11 Fourth, strategy. When will we learn that building
12 a missile system does not promote peace or international
13 stability? On Page S-1, the DEIS states the purpose of the
14 MX is to, quote, promote arms talks. I submit this
15 ridiculous assumption not only makes the DEIS a faulty
16 document, it is the best argument against the MX.

17 Finally the local economy. MX missiles are bad
18 business. If businesses in this area are so concerned about
19 Montana's business climate, they should strongly oppose a
20 project that will turn Great Falls into a garrison town. We
21 need clean, diversified, privately owned businesses, not a
22 national reputation as Ground Zero USA. On the basis of
23 morality, cost, reliability, safety and economics, MX makes
24 no sense, and with all these crucial flaws, how could MX
25 possibly be desirable for our national defense?

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1 And by the way, I'd like you to answer the
2 questions in the Environmental Impact Statement to give my
3 fellow citizens more time to present their questions. Thank
4 you.

5 COLONEL McSHANE: Thank you. Bill Parker?

6 BILL PARKER: My name is Bill Parker. I'm a
7 resident of Great Falls, and among other things I'm a member
8 of the Committee of the '80s, and as such, I support the
9 position of the Committee of the '80s as already stated by
10 Tim Ryan and a few others, and that is basically that as
11 members of a representative democracy, we elect people who
12 are responsible for gathering information far beyond that
13 available to most of us mere citizens, and as such, I think
14 it's incumbent upon us to support the decisions those people
15 make. If we're uncomfortable with the decision of our
16 representatives, then it is further incumbent upon us to do
17 something about it and elect somebody else.

18 That being said, I can't argue a whole lot with
19 what some of the Committee of the 90's members have said.
20 This country and the Soviet union have been fighting a cold
21 war for any number of years, and I'm coming to the conclusion
22 that the cold war probably ended some years ago, and neither
23 one of us realizes it yet. We both about broke ourselves
24 trying to support the build up of weapons systems over the
25 years. The Soviet economy is an absolute disaster, and it

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1 will remain in a state of disaster for years and years to
2 come. The United States economy clearly is troubled trying
3 to support all of the social programs, the military programs,
4 the foreign aid programs that we've done over the years, much
5 to our detriment.

6 And I think things being incumbent upon us, as I
7 have mentioned before, it's incumbent upon us as nations to
8 get together and try to resolve this thing. We simply cannot
9 afford to keep doing this. Now, granted, we cannot, we
10 cannot unilaterally try to disarm, either, because unless
11 they do it, we can't do it. The answer is simply not that
12 simple, it's a very complex issue.

13 But I do have one little general request. One of
14 the things that, or a couple of things that you mentioned had
15 to do with the things in Great Falls that were, that would be
16 environmentally, or the true environmental impacts: That was
17 the transportation issue and the jail issue. Other
18 communities, and I can't remember all of them, but some of
19 the communities did have other things that were detrimental
20 to them. But when the pecking orders of bases is lined out,
21 and for instance Dyess, which I recall from the slide, didn't
22 have anything, no major impacts against it, but if Dyess
23 ranks lower on the list than Malmstrom does when the priority
24 list is laid out, is there any federal funds available
25 somewhere to help defray the cost of these for Great Falls or

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39 1 any other communities that may need support for that matter?

2 LT. COLONEL WALSH: What we have done -- I guess
3 the best answer to your question, sir, is to give you an
4 example of what we've done in the past as a clear indication
5 of how we wish to work with the communities to resolve any
6 impacts that we're imposing upon the community. In the case
7 of Wyoming, where we deployed the Peacekeeper and Minuteman
8 silos, we worked very closely with that community, with the
9 local officials, with the state officials, first of all to
10 help identify what the impacts were and to pick the
11 appropriate mitigations and to help implement those
12 mitigations. We helped them in the planning, we helped them
13 to collect, we actually went to Congress and got monies so
14 they could build a new elementary school to accommodate the
15 children associated with the large immigration into the
16 area. We also got monies from the Congress to help them
17 upgrade their water collection system, their water system of
18 wells that needed to be upgraded to insure a reliable source
19 of water during the peak construction period. We also worked
20 with them to insure maximum participation or maximum
21 opportunity of local companies to compete for the contracts
22 that were being provided, and we were very successful there
23 with both a third of the prime contracts and over half of the
24 subcontracts going to Wyoming companies. We also worked with
25 them to insure that any other company that would be doing

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1 business in the area would actually get a license to operate
2 in Wyoming, and so therefore add further to the tax referee
3 news.

4 So there was various ways in which we worked with
5 that community to alleviate impacts, and we also followed up
6 with a monitoring program to identify how successful we were.
7 And I think the conclusions of that community were that it
8 was very successful, that the impacts actually were much less
9 than we predicted, and the community actually benefitted from
10 this program.

11 And they were, they are so enthused about it that
12 one of the things -- the way we did business there last time,
13 that one of the things I have to do tomorrow afternoon is sit
14 down with the community leaders again to discuss how we're
15 going to implement similar measures this time around. So I
16 think that is the best example of how the Air Force can work
17 with the community to resolve these problems.

18 BILL PARKER: Thank you.

19 COLONEL McSHANE: Thank you. Arlyne Reichert?

20 ARLYNE REICHERT: Gentlemen, the panel, I'm sorry
21 there are no women on the panel, but nevertheless I'm Arlyne
22 Reichert, a former legislator, Constitutional Convention
23 delegate.

24 When I told a visiting relative from out of state
25 that we were having this MX hearing, he said, "Why bother?"

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1 He said, "Our congressional leaders will never go for it."
2 And I've talked to many people along the beltway, and they
3 seem to think this is rather a waste of time, too, but
4 nevertheless since we're being confronted with this 7 or 8
5 million dollar environmental statement, I think we have to
6 take it seriously, and Great Falls is our environment that
7 would be impacted.

8 So I have two specific questions. One, in the
9 south site option, the air strip itself is located within the
10 explosive safety zone. Is this wise planning? Would you
11 like to address that, please?

12 LT. COLONEL WALSH: In developing the explosive
13 safety zones, there were different criteria for different
14 classes of operations. And there's an inhabited building
15 zone, which is the one that I referred to today, but there
16 are other intermediate zones.

17 For instance, there might be an intermagazine zone
18 to separate one facility from another that might have
19 explosives in it so that you could not have a sympathetic
20 detonation. You have interoperational zones, where you would
21 separate facilities where you might have people working in
22 support of the program. And then you have a zone for public
23 transportation routes, and that would include runways, major
24 highways, utility lines that were providing prime source of
25 power to a particular area. And we have honored the public

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1 transportation route quantity distance for the siting to
2 Malmstrom Air Force Base. That was the appropriate distance
3 to use for that particular facility.

4 ARLYNE REICHERT: Appropriate, thank you. My
5 second question, Montana Power has inadequate lines to
6 Malmstrom Air Force Base to handle the extra loads by MX Rail
7 Garrison. Will the internal power system be adequate for the
8 Rail Garrison MX?

9 LT. COLONEL WALSH: I will ask Mr. Hickman to
10 respond to that question.

11 MR. HICKMAN: We have been in contact with Montana
12 Power, and currently they have told us that the additional
13 energy requirement would not put an undue load on the current
14 delivery system. If in the future some change would occur,
15 additional lines may be required.

16 ARLYNE REICHERT: I hope that Montana Power is more
17 correct in its evaluation than it was with the Colstrip
18 project. I happened to be in the legislature when Colstrip 4
19 passed, and they were a little wrong in their assessment of
20 that power supply. Thank you.

21 COLONEL MCSHANE: Thank you. Roscoe Canon.

22 ROSCOE CANON: I know this is getting to be a long
23 drawn out program, so I'll keep my comments very minimal.

24 I'm a retired Master Sergeant, Air Force, having
25 worked in civil engineering for some ten years, and I respect

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1 the obligation to the responsibilities that all of you
2 gentlemen have. I'm sure you're doing the best within your
3 official capacities.

4 However, after spending 25 years in the military
5 service and working with the fallacy of the escalation of
6 military programs and the counter programs by the Soviets,
7 the absurdity of the situation becomes recognizable.

8 I would like to read into the record a book by
9 Professor Kenneth Ross Toole; the name of the book is the
10 Rape of the Great Plains.

11 COLONEL MCSHANE: Could you spell that name,
12 please, for the reporter?

13 ROSCOE CANON: Kenneth Ross, R-o-s-s, Toole,
14 T-o-o-l-e, recent Professor of History, Western History at
15 University of Montana.

16 COLONEL MCSHANE: Thank you.

17 ROSCOE CANON: This book has an indirect bearing on
18 the situation, in that he documents the fallacy of the
19 American system in regards to the responsibility to our
20 entire environment.

21 The human fallacy of not looking beyond our noses
22 is very, very highly documented. Especially inability of
23 human beings to match their own resources, let alone their
24 own technology. To go a little bit further, I'm a
25 representative of the United Methodist Church, and the recent

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1 state conference has come out diametrically opposed to any
2 military improvements in the system, and I'm sure when the
3 National Quadrennial Conference comes up that that will be
4 unanimously voted on through the National Church.

5 Everybody else has spoken to the issues very
6 nicely, and I would like to close with one simple comment.
7 As responsible American citizens, I'd like to use an old
8 English expression, it is incumbent upon all of us Americans
9 to be honest, loyal, opposed to anything we feel is
10 inadequate, unnecessary. Especially in regards to our Soviet
11 relations improving now, and being a military man, I know how
12 dubious that is, and I know we have to be prepared and aware,
13 but I hope we can find a middle ground for the utilization of
14 this money for civilian purposes instead of military
15 purposes.

16 I am also a member of the Steering Committee of the
17 90's, and we are aiming at creating a large organization to
18 change our intraeconomy from a military economy of some 50
19 years duration to one of civilian economy and creativity.

20 Thank you, gentlemen.

21 COLONEL MCSHANE: Thank you. Will Crough?

22 WILL CROUGH: My name is Will Crough, I'm a
23 husband, father and builder here in Great Falls.

24 I think the panel has misled the people. You talk
25 about national need, the trains will only go out on the rails

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1 in national need, in times of national need, but national
2 need changes. Back in the 1940's when they built strategic
3 bombers, they had no conception that they'd be flying, they'd
4 be scrambled at all times, not necessarily B-52's today, but
5 there would be missiles on station in the United States, in
6 the oceans at all times. Your national need, the Department
7 of Defense could change tomorrow the idea of national need
8 for the MX, it could be without your consent, just the fact
9 that the Department of Defense and the administration decides
10 that they should be out on the rails, they could be there
11 tomorrow and we would not have a comment. So that's
12 something that you cannot address and you can't deny it.

13 Mr. Hickman, does your company, it's a subsidiary,
14 is it a subsidiary of a defense contractor?

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15 MR. HICKMAN: No, sir.

16 WILL CROUGH: Who owns Tetra Tech.

17 MR. HICKMAN: Tetra Tech is currently an
18 employee owned company.

19 WILL CROUGH: Okay, all right. There's been talk
20 about what it takes to be a good citizen, that we sit, we
21 elect representatives and they go and do their job. Well, I
22 think a citizen's job is to ride your legislator, to tell him
23 what you want to do. The information is out there about
24 deterrence, about arms. It has nothing to do with sitting
25 there and letting the legislators do their job and vote; it's

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1 your job, it's your responsibility as citizens to tell them
2 exactly how you feel.

3 Thank you.

4 COLONEL McSHANE: Thank you. John Koslosky? I
5 think I pronounced it right, John Koslosky, K-o-s-l-o-s-k-y?
6 Not here. Patricia Aliperto? Art Dickhoff?

7 ART DICKHOFF: Colonel McShane, members of the
8 panel, I'm Art Dickhoff, resident of Great Falls, Chairman of
9 the Great Falls Area Chamber of Commerce, would like to read
10 a statement of a position the Chamber of Commerce has taken.

11 If the administration and the Congress conclude
12 that the Peacekeeper Rail Garrison are in the national
13 interest, and if the military or environmental strategic and
14 tactical reasons select the state of Montana as a mode of
15 deployment site, the state administration, legislature, local
16 government and the citizenry should welcome the mission,
17 cooperate with it fully and continue the same excellent Base-
18 Community relationship which Great Falls and Montana have had
19 the past 25 years with Malmstrom Air Force Base and the
20 Minuteman ICBM complex already here.

21 Thank you.

22 COLONEL McSHANE: Thank you. Patrick Aliperto?
23 Not here either? James Humphrey, Jr.?

24 JAMES HUMPHREY, JR.: Good evening, I'm Jim
25 Humphrey, Jr., I'm a Great Falls resident and a Great Falls

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1 native. My first question is one which I submitted to the
2 scoping process in writing, and I didn't see it addressed in
3 the EIS. I'd like the comments of the panel on it.

4 Do the command, communication and control systems
5 that would be necessitated by the MX Missile Rail Garrison,
6 as well as the command, communication and control systems
7 that might be needed for other proposed systems, such as the
8 Midgetman system, pose any type of threat to the human health
9 in Great Falls? Of course the systems use and propagate
10 different kinds of energy, such as various electromagnetic
11 emissions and possibly sound waves, and other forms that I
12 couldn't even guess at. It's a genuine concern, is there any
13 hazard posed by those systems?

14 LT. COLONEL WALSH: Colonel Branch, will you answer
15 that question, please?

16 COLONEL BRANCH: When the system is in garrison, it
17 will use the same kinds of communication systems which
18 currently exist for our Minuteman force; in other words, when
19 it's in garrison, it will be plugged into both those radio
20 communication systems and those existing land line and hard
21 line communication systems which exist for our Minuteman
22 force, and in that sense it will replicate very closely what
23 we do.

24 When it's deployed, it will use those mobile
25 communication systems which are already in existence and

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1 which are planned to be in existence for the rest of our
2 strategic forces, that is for our strategic bombers and the
3 submarines at sea. So this will not use any technology or
4 any new systems other than those which are currently planned;
5 in other words, this system will fit within the strategic
6 command controlling architecture for all systems, and there
7 are, for example, strategic system satellites which this
8 particular rail garrison would be able to communicate with.

9 But just the rail garrison system is primarily in a
10 listen mode; in other words, it doesn't transmit hardly at
11 all, except to interoperate on the normal radio
12 communications net, primarily the VHF which the trains use
13 now for interoperations dispatch.

14 JAMES HUMPHREY, JR.: Thank you. My second
15 question is a voicing of concern on my part about the
16 physical safety of Great Falls residents and the effect on
17 that safety of the housing program within city limits of
18 eight to twelve MX missiles carrying 80 to 120 nuclear
19 warheads of 300 kilotons or so each. I'm concerned about the
20 possible effect of the dispersal of the poisonous clouds if
21 the fuel is either burnt up or evaporated, as described in
22 Chapter 5 of the Draft EIS, and I'm concerned about the
23 remote possibility of a dispersal of plutonium in most places
24 of substance in earth through incineration. And I realize
25 that the EIS document tries to make a convincing case that

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1 these possibilities are extremely remote compared to other
2 risks that we run, and yet in a world where complicated
3 technical systems constantly break down, I'm not completely
4 reassured.

5 This week, I mean this decade has witnessed the
6 Three Mile Island catastrophe, the Chernoble catastrophe,
7 recently the Aegis cruiser in the Persian Gulf shot down an
8 Iranian aircraft because they thought it was a attacking
9 fighter plane. These systems fail, and so in light of that,
10 I'm disturbed by some of the, by some of the possible effects
11 if the fuel or the plutonium were to incinerate.

12 I've left my notes back at my seat, so my memory is
13 that if the solid fuel were to explode, not burn but explode,
14 there would be a 50 percent casualty rate for humans within
15 1.6 miles of the disaster, and my memory further is that if
16 the fourth stage, which has liquid fuel, were to even escape
17 its containment and evaporate, that would pose a tremendous
18 fire hazard, especially since one of the fuels promotes
19 spontaneous combustion by everything within a certain
20 distance, and if the fourth stage liquid fuel were to ignite,
21 it seems quite likely the solid stage fumes might go off,
22 too. It seems like a genuine hazard, and I just want to say
23 I'm a little uneasy living next to it.

24 Thank you.

25 COLONEL McSHANE: Thank you. Colonel Walsh, is

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1 that something you can respond to? Can you answer that
2 question tonight?

3 LT. COLONEL WALSH: Well, perhaps Colonel Branch
4 can answer the question.

5 COLONEL BRANCH: I can tell you we've been
6 operating a liquid, sealed liquid fuel for the fourth stage
7 system similar to what is in there right now, which is
8 operation deployed, at F. E. Warren Air Force Base, we've
9 been operating that kind of system for 15 years, and we've
10 never even had anything close to a leak out of that system,
11 so we're really pleased with that. That's about 15 years of
12 experience.

13 In terms of solid propellants, we've been in that
14 business for about 25 years or more, and they never really
15 had an accident where those propellants in any operational
16 sense, you know, at any time that we've had it as a deployed
17 system, have ever come close to exploding or burning or
18 causing any accident. We've had some liquid fuel problems,
19 but we've never had any solid fuel problems, and as I say we
20 do have the Peacekeeper deployed at F. E. Warren now, so we
21 have some operational experience.

22 But that fourth stage sealed liquid system has
23 turned out over the past 15 years, and which is very similar,
24 to be an extremely safe way of handling it, so we feel
25 confident that the statistics that are generated on the

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1 expectation of the Environmental Impact Statement are very
2 good, based on our appraisal and experience.

3 COLONEL McSHANE: Lucretia Humphrey?

4 LUCRETIA HUMPHREY: My name is Lucretia Humphrey, I
5 live here in Great Falls, Montana, and I'm a mother.

6 Good evening, gentlemen, good evening concerned
7 citizens. I want to thank you for going through this whole
8 process tonight and taking advantage of what democracy has to
9 offer us.

10 I guess I find it almost ironic that we're meeting
11 tonight on the night of Nagasaki 43 years ago, I just think
12 it's important to remember what kind of killing power we're
13 talking about. Hiroshima was devastated by a bomb of 13
14 kilotons, 70,000 to 100,000 people died immediately.
15 Nagasaki three days later was hit with a 22 kiloton bomb,
16 40,000 people died immediately with 40,000 being injured.

17 As you can see, the smaller bomb killed more
18 people; that's because of the geography of the two areas,
19 some of you might already know that.

20 We're talking about the MX, we're talking about one
21 bomb being 300 kilotons, there are ten of those on a missile
22 and two of those on a train, and you can multiply to find out
23 that we have about 1,020 Nagasakis represented if the
24 garrison should go through with four trains, 1,840 Hiroshimas
25 represented next door to us.

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1 Let me just read a father's feelings after his
2 children died in Nagasaki, in honor of those who died and
3 those who are trying to keep that from ever happening again.

4 "On August 9, 1950, the city was bombed. Next
5 morning, I found the bodies of two of my children, aged four
6 and one. These infants had gasped up their last lives so
7 near me.

8 "Trees and houses all gone, now day is dawning.
9 There is nothing I can do. There they lie on the ground
10 swarming with flies. My oldest boy in first year of junior
11 high school is also dying. Under the blazing sun I go to
12 find water for my son's last earthly drink. He spends his
13 last night beside his mother, his face lit by the moon. Two
14 bodies lie outside and one inside the air raid shelter, the
15 moonlight streaming in.

16 "I go to find some wood for the funeral pyres for
17 my three children. Out among the dragonflies I gather wood
18 for the cremation. The breezes blow as I light the fire, my
19 children, the oldest and the middle are gone. Next morning I
20 gather up the bones. In the morning mist the bones of
21 brothers lying together, little bones like flower petals of
22 the pitiful life of a seven-month old.

23 "The mother of my three children also died at 36.
24 She talked about rationing of rice as her last will and
25 testament. I have lost everything. I have only four bomb

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48 1 death certificates. A Father from Nagasaki."
 2 Thank you.
 3 COLONEL MCSHANE: Thank you. Mauri Novak? Mauri
 4 Novak?
 5 MAN FROM THE AUDIENCE: He stepped out just for a
 6 minute.
 7 COLONEL MCSHANE: Alan Hobbs.
 8 ALAN HOBBS: My name is Alan Hobbs. I live at 2309
 9 11th Street Southwest in Great Falls. I have just a few
 10 comments and a couple of questions.
 11 Great Falls, I live here because this is where I
 12 like to live. I've lived in other locations, and we've
 13 always ended up coming back to Great Falls, coming back to
 14 Montana.
 15 We found that Malmstrom has been a good neighbor,
 16 and the reason it's a good neighbor is because the people,
 17 the personnel and their families become involved in the City
 18 of Great Falls, and through their involvement in the City of
 19 Great Falls, they've become an asset to the people of Great
 20 Falls.
 21 I have two questions. One of the negative items
 22 earlier shown in the slide presentation was the traffic
 49 23 congestion near Malmstrom. Now here recently we've had a
 24 project on Highway 87 right outside of the Air Force Base
 25 which is under construction now, and I believe there has been

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49 1 a construction approved along River Road just outside of
 2 Malmstrom. Were these two projects taken into consideration,
 3 considering congestion or potential congestion around
 4 Malmstrom?
 5 LT. COLONEL WALSH: Mr. Hickman, would you like to
 6 answer that?
 7 MR. HICKMAN: Yes, sir, they were. We still,
 8 however, looked at the impacts on traffic during the
 9 construction period on South Tenth and at the main gate as
 10 being one that would be perceived by drivers in the area, so
 11 we saw that to be a problem. However, once we get to the
 12 operational phase, those problems really will not be great
 13 enough to be perceived by most drivers on the road.
 14 ALAN HOBBS: So you feel it's a temporary problem
 15 or minimal problem?
 16 MR. HICKMAN: The major change and the major impact
 17 would occur during the two-year construction period, yes,
 18 sir.
 19 ALAN HOBBS: Once the final draft is prepared, who
 50 20 will have the final review of your Environmental Impact
 21 Statement?
 22 LT. COLONEL WALSH: Major Van Ness will answer that
 23 question.
 24 MAJOR VAN NESS: Well, the purpose of the statement
 25 is to of course provide the decision makers with the, a

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1 discussion of the environmental consequences associated with
 2 the program. In that respect, the statement goes to the
 3 Department of Defense, to Congress, to the President.
 4 The review process, the public doesn't participate
 5 in the review of the final document in the same way it
 6 participates in the review of the draft document. There will
 7 not be another set of hearings where the public will have
 8 another opportunity to comment. So they really only have two
 9 avenues for commenting on the final document, and that is
 10 they may make comments to their elected representatives so
 11 that their comments can be taken into consideration along
 12 with the document itself, or to the Air Force so their
 13 comments can accompany the document, perhaps, or if history
 14 repeats itself, we'll be sued and we'll respond in that way.
 50 15 ALAN HOBBS: So what you're saying is Congress and
 16 the administration will have final say-so as to approval,
 17 whether or not it will be implemented?
 18 MAJOR VAN NESS: The program itself?
 19 ALAN HOBBS: Yes.
 20 MAJOR VAN NESS: The environmental document only
 21 provides a tiny piece of that puzzle. Our task is to provide
 22 the decision makers an objective appraisal of the
 23 environmental impacts associated with the deployment of the
 24 system. Added to that, the decision makers will take into
 25 consideration a lot of things that Colonel Walsh has

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1 discussed with you tonight, operational aspects, costs,
 2 strategic posturing. At that point, a lot of other
 3 considerations will take place, of which only one is the
 4 environmental impacts that would be associated with the
 5 program.
 6 So it's not the environmental document that
 7 necessarily determines whether the system will be deployed,
 8 and if so whether it will come to Malmstrom or go someplace
 9 else.
 10 ALAN HOBBS: Well, speaking for myself -- my
 11 children have had to leave the state, it's a little hard to
 12 find good paying jobs here in Montana -- speaking for myself,
 13 if it is decided that the MX or Midgetman is deemed
 14 necessary, and with the good relationship we've had with the
 15 personnel at Malmstrom, I personally would welcome any
 16 additional people you want to move to Montana.
 17 COLONEL MCSHANE: Mauri Novak back?
 18 MAURI NOVAK: Thanks for waiting. Gentlemen, Ma'm,
 19 first I'd like to ask a few questions, if I might. Someone a
 20 little while ago mentioned their dissatisfaction that the
 21 only hearing was here in Great Falls, and I would like to
 22 echo that. I'm a representative from Liberty, Liberty People
 52 23 for Peace, which is an interfaith group in Chester, Montana,
 24 and seeing as how there is a major line going through the
 25 Hi-Line of Montana, I think there should have been a hearing

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1 in Havre or Shelby or any of the towns along the Hi-Line, if
2 that is indeed where some of the trains are proposed to go
3 through.

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4 My first question is directed to Colonel Walsh.
5 Earlier, you mentioned that one of the purposes of this
6 defense system is to insure that we have adequate defense if
7 the Soviets or someone else should have a breakthrough and be
8 able to see our submarines, and I understand that reasoning.
9 But wouldn't it be easier now already for them to look down
10 from their satellites and see our trains going out on the
11 rail system? It seems to me that they already have the
12 satellites in place to see those trains, whereas the
13 possibility of them discovering where the submarines are at
14 any given time is a more remote possibility. Could you
15 address that?

16 LT. COLONEL WALSH: Okay, go, Colonel Branch.

17 COLONEL BRANCH: Our operational assessment of the
18 operability of the Peacekeeper Rail Garrison System has to do
19 with an assessment of the capabilities of the Soviets to in
20 fact have enough assets, be they satellites or whatever, to
21 keep track of all of these trains and to see them all, and
22 the threat assessment folks say that now and in the
23 foreseeable future that they're not at all able to do that,
24 that would be an inordinately difficult task for the Soviets
25 to have the assets and the capability to do that. I am not a

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1 threat expert. You get into that in more detail probably
2 gets into classified, but that's what the threat analysis
3 experts say.

4 MAURI NOVAK: How many different garrisons are
5 there proposed, how many different --

6 COLONEL BRANCH: How many different garrisons?
7 We're looking at 11 candidate locations.

8 MAURI NOVAK: Okay, and each one has one or two
9 trains?

10 COLONEL BRANCH: Depends on the number deployed,
11 whether you're talking about the 50 trains deployed or 25
12 trains deployed.

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13 MAURI NOVAK: Okay. I don't know if that makes
14 sense to me, but, okay. How many trains are proposed for
15 Great Falls?

16 COLONEL BRANCH: Well, again it depends on the
17 proposed alternative. Peter, what's the number of trains?

18 MR. HICKMAN: 25 trains.

19 LT. COLONEL WALSH: Between four and six trains.

20 COLONEL BRANCH: Between four and six.

21 MAURI NOVAK: Okay.

22 COLONEL BRANCH: I'm trying to understand where
23 we're going with these questions so I can be specific about
24 the answer.

25 MAURI NOVAK: Well, I don't know.

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1 COLONEL McSHANE: He'll ask the questions.

2 MAURI NOVAK: Many of my questions and concerns
3 have already been brought up tonight, many of the specifics
4 were in the DEIS. One that wasn't was, I'll give you a
5 scenario. If a sneak attack was launched, say from off our
6 shores outside of Washington, and a missile was headed
7 towards Great Falls, how much time would we have to deploy
8 our rail garrison, our rail network?

9 COLONEL BRANCH: If in the extraordinarily unlikely
10 event of what we term the Buldabo attacks, in other words the
11 Soviets for some reason decided to launch, right now as we
12 sit here they just decided that now is the time to attack,
13 and of course that's why we need a system like that, but if
14 they were to suddenly decide that through some irrational
15 assessment, then the trains wouldn't move at all; in fact,
16 they would get ready to launch, just like our silo based
17 missile launch would. In other words, we wouldn't move the
18 trains out at all.

19 Okay. However, the normal scenario for deployment
20 has to do with what's called strategic warning, and that is
21 watching the great indicators of the kinds of things that
22 Soviets would have to do to get their strategic forces ready
23 for a strategic global conflict, and there are many, many of
24 those, and that would take days, if not weeks.

25 MAURI NOVAK: I think I'm going to skip all my

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1 objections and questions on specific points and get to the
2 one thing you guys hate, and that's a morality argument
3 against this rail garrison, or in fact against nuclear
4 weapons in general. We are asked not to do it, but the
5 reason I chose to do it was because of that statement in the
6 DEIS on purpose and need. I think in that you voiced and put
7 forward a moral argument, and so in response I have this.

8 I think it's up to us to ask, is this right? And I
9 think it's up to us to ask before it's too late and to ask to
10 have every opportunity, whether it's here tonight or indeed,
11 as you suggested, to our elected and appointed officials who
12 many people have expressed so much confidence in, I don't
13 know if I'm so confident, so I'll address it here.

14 COLONEL McSHANE: Mr. Novak, you've had about eight
15 minutes already with your questions.

16 MAURI NOVAK: I'll be brief.

17 COLONEL McSHANE: 30 seconds, go.

18 MAURI NOVAK: Lately we've been asked to put our
19 feet in technology. Forty-three years ago we had a leak in
20 technology, and for a while it solved the problem, in effect
21 got the Japanese out of the Second World War, but I think it
22 created more problems. It has not made us a more secure
23 world or safer world, it has made us a more frightened and
24 suspicious world. We can no longer have the luxury of simply
25 viewing our adversaries with distaste, we must be terrified

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1 them because of nuclear weapons.

2 We are not a safer world now because of the
3 Nagasaki bomb. That bomb is a firefly in a forest fire when
4 compared to the terrific stock piles of nuclear weapons
5 today. We are not safer because of nuclear weapons. One
6 more system out of the pile will only make a poor, more
7 threatened world. The MX system is only one more accident
8 waiting to happen. It is time to turn away from our trust in
9 our own infallible technology and instead trust in one
10 another and trust in God.

11 COLONEL McSHANE: Time, Mr. Novak.

12 LADY IN THE AUDIENCE: How many more people are
13 there to testify?

14 COLONEL McSHANE: I'm going to take one more.

15 LADY IN THE AUDIENCE: Could you let us know how
16 many are signed up?

17 COLONEL McSHANE: Sure. Roger Young?

18 ROGER YOUNG: My name is Roger Young and I'm
19 President of the Great Falls Area Chamber of Commerce, and I
20 wish to speak in support of the Draft Environmental Impact
21 Statement, which I have read.

22 It is my assessment that the statement makes
23 conscientious efforts to address the issues and concerns
24 which are raised by the possibility of Peacekeeper Rail
25 Garrison's deployment in the Great Falls area. As I see it,

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1 problems which the community may face in infrastructure, such
2 as housing, schools, etcetera, are similar to those problems
3 which we are experiencing currently with the activation of
4 the 31st Air Refueling Wing. We're managing and dealing with
5 those problems quite capably. Indeed, that's the purpose of
6 the EIS, to identify the problems so that the military and
7 the federal government are given proper responsibility for
8 mitigating it.

9 As was pointed out earlier, and in Mr. Parker's
10 questions, you can, I think, help us litigate those two
11 significant impacts. You can help us overcome the problem of
12 replacing an overcrowded jail, a jail that is already
13 overcrowded, and perhaps our traffic congestion on Tenth
14 Avenue South can also be relieved with construction of an
15 arterial, which is also currently needed but on the
16 long-range building plans.

17 The Chamber disagrees with those who believe that
18 just because these problems have been identified, that should
19 be reason enough to oppose the placement of the Peacekeeper
20 Rail Garrison here. On the contrary, we believe that if the
21 Peacekeeper is deemed essential to the nation's defense by
22 the President and the Congress, we believe it will be good
23 for Montana and good for Great Falls. If the weapons system
24 is going to be deployed, we believe it might as well be here
25 as anywhere else. If there will be environmental problems

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1 associated with this deployment, we firmly believe we have
2 the capacity and the talent to deal with that.

3 Great Falls and Montana has had an excellent close
4 working relationship with the military for many years and
5 we're confident that that relationship will continue with the
6 Peacekeeper.

7 COLONEL McSHANE: Thank you. We will conclude the
8 proceedings at this time. Please remember that you have
9 until 31 August to submit written materials to be included in
10 the transcript of the hearing. Once again, oral and written
11 statements or comments will be afforded equal weight. Please
12 be assured that Air Force decision makers will carefully
13 consider each viewpoint raised here tonight when deciding the
14 ultimate course of action on this proposal.

15 Thank you. This public hearing is adjourned at
16 10:04.

17 HEARING CONCLUDED

18 . . .

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CERTIFICATE

1 STATE OF MONTANA)
2) ss.
3 County of Cascade)

4 I, Janice L. Wolter, Registered Professional
5 Reporter and Notary Public for the State of Montana, residing
6 in Great Falls, Montana, do hereby certify:

7 That I was duly authorized to and did report the
8 hearing held in the above-entitled cause;

9 That the foregoing pages of this transcript
10 constitute a true and accurate transcription of my stenotype
11 notes of the said proceedings.

12 I further certify that I am not an attorney nor
13 counsel of any of the parties, nor a relative or employee of
14 any person connected with the action, nor financially
15 interested in the action.

16 IN WITNESS WHEREOF, I have hereunto set my hand and
17 seal on this the 16th day of August, 1988.

18
19
20
21 Janice L. Wolter
22 Janice L. Wolter
23 Registered Professional Reporter
24 Notary Public, State of Montana
25 Residing in Great Falls, Montana.
My Commission expires: 5/26/89

PEACEKEEPER RAIL GARRISON PROGRAM
ENVIRONMENTAL IMPACT ANALYSIS PROCESS

PUBLIC HEARING

Taken At
Minot, North Dakota
August 11, 1988

EMINETH & ASSOCIATES
Court Reporters
MINOT, NORTH DAKOTA
58701



ORIGINAL

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1 opportunity to speak. If you do not wish to make a
2 public statement, or if we run out of time before
3 you have an opportunity to speak, or if you have
4 additional comments in addition to those which you
5 make during the three minutes you have, you may turn
6 in written comments after this meeting or send them
7 to the address provided on the comment sheet.

8 I recognize that some people may wish to
9 make statements on defense policy, nuclear weapons,
10 arms control, and fiscal policy at this meeting.
11 However, such comments are best directed to your
12 congressmen and senators. Please limit your
13 comments to environmental issues. Please refrain
14 from public demonstrations either for or against
15 statements made, since this merely subtracts from
16 the time available for others to make statements or
17 ask questions. Remember that each person should be
18 given a respectful hearing even if his or her views
19 differ from your own.

20 Let's take a ten-minute recess. If you
21 could be back here no later than ten after eight, we
22 will start again.

23 (Recess taken from 7:58 P.M. to 8:14 P.M.,
24 the same day.)

25 COLONEL MCSHANE: I would like to get

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1 started again. We have a lot of folks who want to
2 speak tonight, so we'll get underway here. First, I
3 would like to start out by asking Colonel Walsh to
4 introduce the other members of the panel.

5 LT. COLONEL WALSH: On my immediate right
6 is Major Van Ness. He is a lawyer with the Air
7 Force, and he will respond to questions on legal
8 matters and safety. On my far right is Colonel
9 Branch. He is assigned right now to Headquarters
10 Strategic Air Command, and he will respond to
11 questions on the operational concept. On my
12 immediate left is Mr. Hickman. He is employed by
13 Tetra Tech Corporation. That company was hired by
14 the Air Force to prepare this Environmental Impact
15 Statement. Mr. Hickman will respond to questions on
16 the effects on human resources. And on my far left
17 is Dr. Kramer. He is also employed by Tetra Tech
18 Corporation, and he will respond to questions on the
19 effects on physical resources. Thank you, sir.

20 COLONEL MCSHANE: Thank you, Colonel
21 Walsh. We now turn to the question and answer
22 period of this public hearing. This time is set
23 aside to allow you to ask questions about the
24 content of the briefing and the Draft Environmental
25 Impact Statement and to make statements about it.

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1 Now, I indicated earlier that we would
2 have elected officials speak first. We had so many
3 elected officials sign up that we would not end up
4 getting but about one or two folks from the public
5 to say anything, so I have changed the situation
6 just a little bit. The mayor and state level
7 senators and representatives will be called upon to
8 speak first. All other elected officials I have
9 shuffled in with the members of the public so that
10 we get a cross section here tonight.

11 Once again, we do have an awful lot of
12 people who have indicated a desire to speak here, so
13 I will be letting you know when your three minutes
14 are up, and I expect folks to honor that. Once
15 recognized by me, please step up to the microphone
16 there in the center of the room. We want all to be
17 able to hear your question or your statement and we
18 need to have the court reporter get it down for the
19 record. Please state your name and your affiliation
20 or address and then ask your question or make your
21 statement.

22 We'll start now with Dr. George
23 Christensen, the mayor.

24 MAYOR CHRISTENSEN: Colonel McShane,
25 members of the panel, ladies and gentlemen. My name

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1 is Dr. George Christensen. I am mayor of the City
2 of Minot.

3 Peacekeeper Rail Garrison makes sense for
4 both Minot and America. It makes sense for Minot
5 because the community wants the program. It makes
6 sense for America because America needs the
7 program.

8 Peacekeeper Rail Garrison will provide a
9 positive socioeconomic impact to Minot. About 350
10 more military, 150 more civilian jobs, 74 million in
11 initial construction, and over 8 million in
12 additional annual income.

13 In a large sense, Peacekeeper Rail
14 Garrison would strengthen Minot's contribution to
15 national security, something the community has
16 always been proud of in the past and will continue
17 to be proud of in the future. Peacekeeper Rail
18 Garrison is a program that fits nicely into the
19 strong based community infrastructure that already
20 exists.

21 The Environmental Impact Statement shows
22 that the proposed deployment of Peacekeeper Rail
23 Garrison on Minot Air Force Base has minimal
24 environmental impact on the Minot area. We have
25 been pro-active by mitigating the minor impacts

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1 which do exist. First, we have already negotiated
2 the purchase of the land necessary to deploy the
3 garrison. Second, we have determined that the
4 socioeconomic value of the Peacekeeper Rail Garrison
5 far outweighs the loss of potential revenue from the
6 oil and gas leases which would be put into abeyance.
7 Third, and most importantly, the Minot region has
8 the necessary growth potential in land, housing,
9 schools, and energy and water resources to absorb
10 both the construction and long-term employment of
11 the Peacekeeper Rail Garrison system.

12 This is deterrence, and deterrence has
13 been successful for over 40 years. I'm proud that
14 forty-odd years ago I fought during World War II for
15 the freedom to speak, which we enjoy tonight. Thank
16 you.

17 COLONEL MCSHANE: Thank you. Folks, I
18 understand that you're approving of the Mayor's
19 comments there, but that does take time away from
20 other speakers. So if we can refrain from that,
21 we'll move right along here.

22 Senator Rolland Redlin.

23 MR. REDLIN: Colonel McShane,
24 distinguished members of the panel. My name is
25 Rolland Redlin. I'm a member of the state Senate

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1 and president of that body. My district is 40-50,
2 which includes Minot Air Force Base, and I live in
3 the city of Minot.

4 My remarks will be related to water
5 resources. I believe that the Rail Garrison will
6 have many positive impacts on our community and very
7 small negative impacts on our water resources. The
8 Draft EIS states that the increased population and
9 military operations activity would increase baseline
10 water use at Minot by a maximum of only 2 percent.
11 The city's current water supply is adequate to
12 accommodate the proposed program. This small
13 increase in water use would not interfere with
14 existing major water users.

15 Draft EIS comments that program-related
16 requirements will have a negligible effect on the
17 seasonal flows of the Souris River. The added
18 demand represents less than one-tenth of one percent
19 of the annual average flow of the river and
20 therefore should have a negligible effect on its
21 hydrology. Note that the Draft EIS says Minot's
22 wastewater treatment system is approaching capacity.
23 It should be noted, however, that the city's plant
24 discharges only during high stream flow periods to
25 achieve greater dilution. Since the new project

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1 will only decrease stream flow in the Souris by a
2 negligible one-tenth of one percent, the additional
3 discharge to the river should not degrade its
4 baseline water quality.

5 The Draft EIS states that the garrison
6 site will result in land disturbance and erosion of
7 about a hundred acres in the Egg Creek drainage. I
8 would like to state that the erosion and associated
9 sediment transport to Egg Creek is expected to be
10 limited and have only minor and intermittent effects
11 on the water quality of the creek.

12 The Draft EIS states that 14 miles of
13 existing railroad track will be upgraded along an
14 area that drains into Livingston Creek. This
15 activity should result in limited temporary land
16 disturbance, causing some sedimentation during
17 infrequent periods of storm water runoff. Once our
18 soil stabilization efforts have taken effect, the
19 sedimentation should clear.

20 The Draft EIS states that groundwater
21 withdrawals will be relatively small. The effects
22 on groundwater and quality are expected to be minor.
23 In fact, the Minot aquifer has a natural recharge
24 which is more than twice its anticipated baseline
25 plus program pumpage. Program-related withdrawals

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1 from either the Minot or the Sindre aquifer would
2 not substantially affect groundwater levels. Thank
3 you.

4 COLONEL McSHANE: Thank you.

5 Next is Senator James Maxson.

6 MS. CHUNAS: Good evening. My name is
7 Stella Chumas, and I'm here tonight representing
8 Senator Jim Maxson who could not be here because of
9 a prior commitment in Fargo, North Dakota concerning
10 his private law practice, but I do have his
11 statement.

12 To whom it may concern regarding the
13 proposed Rail Garrison project. Believe it or not,
14 I have actually reviewed the Environmental Impact
15 Statement regarding the proposed Rail Garrison
16 project for Minot Air Force Base. The placement of
17 this project at Minot Air Force Base would have a
18 positive economic impact on the Minot area and would
19 do no damage to our environment. There is a history
20 of some 30 years of cooperation and friendship
21 between the military community and civilian
22 community in Minot. This would only be strengthened
23 by any additions to Minot Air Force Base.

24 Many, including me, have empathy for the
25 opinions of those who wish there were no such thing

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1 as nuclear weapons anywhere. We share their wish
2 but are realistic enough to comprehend that nuclear
3 weapons are a necessary evil. The United States and
4 the Soviet Union are no longer the only nuclear
5 powers in the world. If we make peace with the
6 Soviet Union, there are a number of potentially
7 dangerous Third World countries who are capable of
8 providing a nuclear threat, if not now, in the
9 future. There will always be people in the world
10 such as Hitler, Mussolini, Khadafy, and Khomeini who
11 hate America and everything for which it stands. A
12 strong deterrent is all people like that understand.
13 History has proven that appeasement is akin to
14 surrender.

15 We have had a nuclear arsenal in Minot for
16 more than a generation. It is a part of our
17 reality. If there is going to be a nuclear arsenal
18 in America, we are no more or less safe in Minot,
19 North Dakota if the arsenal is in our backyard, in
20 Arkansas, in Louisiana, or Wyoming.

21 The overwhelming majority of the people in
22 the Minot area would, in my opinion, readily welcome
23 any form of economic infusion into their community.
24 We are realistic and we are patriotic. If the Rail
25 Garrison project is to be built, why not Minot. Jim

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1 Maxson, State Senator.

2 COLONEL McSHANE: Miss, could I have your
3 name again for the record?

4 MS. CHUNAS: Stella Chumas.

5 COLONEL McSHANE: Thank you. Next is
6 Representative Ben Tollefson.

7 MR. TOLLEFSON: Good evening. My name is
8 Ben Tollefson. I'm an elected representative to the
9 North Dakota State Legislature from the 40-50
10 District. I am here today in the interest of
11 expressing support for the Environmental Impact
12 Statement as it has been developed for the MX Rail
13 Garrison project being considered for Minot Air
14 Force Base, North Dakota.

15 This is a very positive statement, to say
16 the least, as reviewed earlier. If any negatives
17 that could deter the Rail Garrison from being
18 brought to Minot, this is almost impossible to
19 discern.

20 As an elected representative, I represent
21 all of the people in our district on a nonpartisan
22 basis. I say that unequivocally the vast majority
23 of my constituents are in support of the
24 Environmental Impact Statement and the installation
25 of Rail Garrison at Minot Air Force Base. This

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1 feeling is due to the economic activity it would
2 maintain but also because of the strong patriotic
3 population we have in our area. Nuclear threat is
4 no longer isolated between two major powers on this
5 earth. This threat can come from many directions.
6 It certainly behooves us as patriotic Americans to
7 protect and preserve our way of life.

8 Three particular items in the
9 environmental statement I think I would like to
10 address at this time. One, energy/utilities. It
11 was noted earlier that the impact on the peak demand
12 for the city of Minot would be almost negligible,
13 about .17 megawatts. The peak demand in 1992 then
14 would only be three-tenths of one percent increase.
15 The local utility deems that this would be no
16 problem whatsoever.

17 Another item is the displacement of
18 waterfowl and shore birds. The EIS statement says
19 that there will be a displacement of waterfowl and
20 shore birds. But this is not necessarily a bad
21 thing. The displacement of waterfowl and shore
22 birds from the prairie pothole wetlands would force
23 many species to nearby similar habitats which may
24 better support the species, making it more
25 accessible for public viewing. It may also improve

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1 the overall health of the species by placing it in a
2 richer, better environment.

3 A third item is plants and plant cover.
4 The EIS statement says there will be destruction of
5 plants and plant cover. The destruction of
6 naturally-occurring plants and plant cover would be
7 replaced after construction by more desirable
8 cover. For example, grass, shrubbery, and trees.
9 This coverage is more conducive to many species of
10 wildlife, tree dwelling birds, grass and berry-
11 consuming species, and would provide a means of
12 small scale diversification.

13 COLONEL McSHANE: Time, sir.

14 MR. TOLLEFSON: I strongly urge you to
15 consider bringing the MX to Minot. The citizens of
16 this community are ready, willing, and able to
17 participate in all ways to make it a success. Thank
18 you.

19 COLONEL McSHANE: Thank you.
20 Representative James Peterson.

21 MR. PETERSON: Gentlemen, for the record,
22 I'm Jim Peterson, representative of the -- state
23 representative of the 40-50 District in Minot, and
24 mine will be considerably shorter than Ben's.

25 The Draft EIS says the construction of

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1 the Rail Garrison will create about 419 new jobs in
2 Ward County and will result in an increase of 14.5
3 million in personal income for 1991, the peak
4 construction year. The EIS also states that
5 personal income will stabilize at 8.8 million per
6 year during the operational phase, which is 1993 and
7 thereafter. The construction of Rail Garrison will
8 also have an intense impact on personal income
9 levels in Ward County. This project will initially
10 generate 14.5 million and will continue to generate
11 nearly 9 million for the duration of the weapon
12 system.

13 Gentlemen of the panel, I submit that the
14 construction industry in Minot is ready, willing,
15 and very able to handle this type of construction
16 and will do so in an environmentally able --
17 environmentally acceptable manner. I support the
18 Draft Environmental Impact Statement. Thank you.

19 COLONEL McSHANE: Thank you. Next will be
20 Representative Lynn Aas. I hope I pronounced that
21 correctly.

22 MR. AAS: Good evening, ladies and
23 gentlemen. My name is Lynn Aas. I'm a North Dakota
24 state representative from the 5th District, which
25 serves the southwest one-third of Minot, or

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1 approximately that much. I am also a past president
2 of the Minot Chamber of Commerce.

3 The Peacekeeper Rail Garrison could well
4 be installed in Minot at the Minot Air Force Base
5 and can be absorbed in this community with only a
6 minimum of adverse impacts, either environmentally
7 or socially, as the environmental statement has
8 stated. This community has long demonstrated total
9 support for the Minot Air Force Base installation,
10 as it presently exists here, and there is no reason
11 to believe that the support will not continue into
12 the future.

13 Any protests that I have heard as a
14 legislator have come from persons without any real
15 long-term ties to this community. They have come
16 from people who have been somewhat transient or have
17 not really felt a close tie to the importance and
18 needs of the area, which we have. The proponents
19 you have heard from tonight, or will hear from, have
20 a deep commitment to enhancing the social and
21 economic interests of this area and to the long-term
22 defense and protection of this great nation.

23 The presence of an existing and strong
24 military arsenal has brought this community -- it
25 has brought the Communists to the bargaining table

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1 and has enabled this country to be free of wars or
2 even any threats of war for the last several years.
3 The Peacekeeper Rail Garrison at Minot would enhance
4 the opportunity to maintain our peace and our
5 freedom.

6 The Environmental Impact Statement has my
7 support and also that of a vast majority of the
8 people in this community. Thank you.

9 COLONEL MCSHANE: Thank you. Next will be
10 Representative David Koland.

11 MR. KOLAND: Thank you, Colonel. I am
12 State Representative Dave Koland from District 5 in
13 Minot. I would like to testify in support of the
14 Environmental Impact Statement released by the Air
15 Force about Minot Air Force Base.

16 In the North Dakota Legislature, I have
17 served on the natural resources committee and on the
18 industry, business, and labor committee. As a
19 representative of District 5, I must support the EIS
20 in its entirety, and I would like to address a
21 couple of specific areas.

22 I refer to page 4.10-6 of the EIS. The
23 socioeconomic impact on the area would be of benefit
24 to our community. The increased employment
25 opportunities would be most welcome to an area that

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1 has been undergoing some extremely trying economic
2 hardships during the last five years. The table
3 labeled 4.10.1-1 on page 4.10-9 is indicative of
4 future employment opportunities.

5 The Alternate Action plan would be of even
6 greater benefit to the Minot area. I draw your
7 attention particularly to the impact mitigation plan
8 on page A-2 that outlines a plan to award multiple
9 small contracts to enable local firms to bid, and
10 commend you for including that in the report and
11 hope that it will be in the final report also.

12 I repeat my support of the EIS and
13 encourage the Air Force to choose Minot Air Force
14 Base as a site for the Peacekeeper Rail Garrison
15 project. Thank you.

16 COLONEL MCSHANE: Thank you. Next will be
17 Representative Janet Wentz. Janet Wentz (W-e-n-t-z).
18 Is she here? Apparently not. Representative
19 Haugland.

20 MR. SYDNESS: Thank you, Colonel.
21 Representative Haugland has yielded her three
22 minutes to me. My name is Steve Sydness, and I
23 thank you for the opportunity to comment tonight on
24 the Environmental Impact Statement.

25 I think it's clear from the crowd

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1 assembled tonight that there's a great deal of
2 interest in having the Peacekeeper missile here in
3 Minot and assessing its potential impact on North
4 Dakota and the city of Minot. It's also clear from
5 the detailed Environmental Impact Statement that we
6 discussed this evening that there is very little
7 cause for concern about Minot being chosen as a host
8 for the rail-based missile.

9 I think the impact that also should be
10 concerned and considered tonight is the impact if
11 the MX missile is not deployed in Minot or
12 elsewhere. We need to be concerned about how the
13 Soviets and others might view such action. We need
14 to be concerned about the impact that that action
15 would have. I'm quite certain that that impact
16 would be not desirable. We have learned through the
17 last several years that peace and security comes
18 through national strength, and that's what the
19 rail-based Peacekeeper would provide, additional
20 strength to protect our security and our peace.
21 Those who oppose us understand strength. They
22 respect strength. And it's becoming apparent that
23 it is our commitment to strength that has convinced
24 them to negotiate seriously towards arms reductions.

25 We can all join in prayers for the day

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1 when weapons like the MX and others will no longer
2 be needed, and what we scattered across our
3 prairies, but today for the first time we can
4 envision such a future. We can envision such a
5 world because our leaders were wise enough to invest
6 in a strong defense. We have told the world we
7 value our peace and our freedom and we are prepared
8 to protect it. The Peacekeeper supports this. We
9 must continue to send that message throughout the
10 world, that we will, until we all can agree to rid
11 our planet of weapons such as these.

12 I think most people here understand the
13 need for the MX and are willing to accept it into
14 our community so long as we can have reasonable
15 assurances as to the safety of the system. Tonight
16 we have seen from the Environmental Impact Statement
17 that we can have those assurances. The Peacekeeper
18 is in fact a safe system.

19 Others have commented, and others will yet
20 tonight talk, I'm sure, about the beneficial
21 economic impact that the Peacekeeper would have on
22 this region of our state, and that consideration is
23 not a small one. We welcome the jobs and the people
24 that the Peacekeeper would bring to our state. The
25 more than 400 construction jobs and the more than

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1 350 permanent jobs mean a great deal to a state like
2 North Dakota. We are also well aware of the
3 beneficial impact that \$7 million in payroll would
4 have on this area to the businesses and to the
5 community as a whole. We all know that the MX is
6 not an economic development project, although it may
7 serve that worthy goal. It's a project to secure
8 our peace and our security, and that is a worthy
9 goal. I can think of no more beneficial impact.
10 Thank you.

11 COLONEL McSHANE: Thank you. Senator
12 Schoenwald.

13 MR. SCHOENWALD: Colonel McShane,
14 honorable members of the panel. My name is Larry
15 Schoenwald. I'm a state senator from District 5,
16 Minot, North Dakota. I'm also the vice-chairman of
17 the senate transportation committee for the State of
18 the North Dakota. I'm here as a state senator and
19 as a railroad engineer that runs a locomotive for
20 the Burlington Northern Railroad, the railroad that
21 connects with the area that the Peacekeeper missile
22 will -- the Rail Garrison will connect with.

17 23 I can say that the people in North Dakota,
24 the railroad people particularly, are some of the
25 safest in the nation. The statistics that were

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17 1 quoted in the Environmental Impact Statement on
2 safety and railroads in regards to railroad
3 collisions are probably not very applicable to North
4 Dakota, because we haven't had one since I have been
5 working on the railroad, and that's in the last
6 fourteen and a half years. I am an engineer with
7 the Burlington Northern, and I run on routes that
8 are going to be used by the Peacekeeper Rail
9 Garrison. I can assure you that me and other
10 engineers and trainmen and people that work on the
11 Burlington Northern here in Minot, North Dakota,
12 will assist you in every way possible to make
13 certain that your trains are ran in a safe, quick,
14 and efficient manner. We are some of the best in
15 the nation. We got some of the best railroad in the
16 nation running through here, and it's fairly
17 apparent from the safety statistics that are
18 available on a national basis.

19 I'm also very enthused about the amount of
20 jobs that are going to be created on behalf of the
21 Rail Garrison. The city of Minot is an economically
22 depressed area. We have some world-class
23 electricians, operating engineers, carpenters,
24 bricklayers, masonry people that are honing their
25 skills in other areas of the country and are very

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18 1 anxious to come home and work on a project such as
2 this. I can say for myself and several other people
3 in the community, for the people that work on the
4 Burlington Northern Railroad and are accustomed to
5 serving the Minot Air Force Base via the spur that
6 goes up there, we are anxious for the work this will
7 bring. We're willing to give you a hand in training
8 your personnel, and I welcome -- and I'm glad that
9 you've gathered here to give us this hearing. Thank
10 you very much.

11 COLONEL McSHANE: Thank you. Next will be
12 Larry Frey, speaking for Representative Kenneth
13 Frey.

14 MR. FREY: Good evening, members of the
15 commission. I'm Larry Frey, 1st Ward alderman of
16 the city of Minot. Tonight I'm speaking on behalf
17 of my brother, Kenneth Frey, who is also a state
18 representative.

19 20 To the U.S. Air Force officials. It gives
21 me great pleasure to go on record as supporting the
22 Minot Air Force Base for deployment of the Rail
23 Garrison missile system. In my study of the issue,
24 I have found that the MX system is as safe and
25 environmentally sound as any other weapon system
and exceeding environmental standards for many

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1 commercial nuclear and nonnuclear industries.

2 The Minot Air Force Base and community of
3 Minot have maintained a harmonious working
4 relationship. I salute the U.S. Air Force for its
5 professional attitude in working with the
6 surrounding communities and the avoidance of
7 developing community towns which, in my experience
8 as an Army officer, frequently developed around Army
9 posts. The community of Minot greatly appreciates
10 the impact Minot Air Force Base has had and will
11 continue to have in this region. As the largest
12 single employer in this region, the Minot Air Force
13 Base has broadened the financial and cultural scope
14 of Minot and surrounding communities. Thank you.
15 Sincerely, Representative Kenneth Frey.

16 COLONEL McSHANE: Thank you. I'll call
17 for Janet Wents one more time. Apparently she's not
18 here. Okay. Now, I have shuffled the rest of the
19 cards, and they are totally at random. Start with
20 calling Gary Wickre.

21 MR. WICKRE: Good evening. My name is
22 Gary Wickre. I live in Minot, and I am chairman of
23 the Minot Area Development Corporation. The Minot
24 Area Development Corporation is comprised of 223
25 businesses, represented by 19 voting directors and

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1 ll ex officio members. I have reviewed the
2 Environmental Draft Statement -- Impact Statement
3 regarding the proposed rail garrison project and
4 agree with the findings of the statement.

5 The Proposed Action at the Minot Air Force
6 Base would not result in significant impact on any
7 resource. Both short- and long-duration beneficial
8 socioeconomic effects would be generated by the
9 Proposed and Alternative Action, including increases
10 in employment and income and greater utilization of
11 temporary housing.

20

12 The purpose and objective of the Minot
13 Area Development Corporation is to promote and
14 facilitate the general development of the city of
15 Minot and its trade area. The Rail Garrison project
16 is in keeping with our purpose and objectives, it
17 within itself, plus the additional jobs in industry
18 it will potentially create. The Minot Area
19 Development Corporation is dedicated to assisting
20 those companies locating, relocating, or expanding
21 in Minot and the surrounding area to support the
22 Rail Garrison project.

23 In summary, we support the project for the
24 reasons stated, plus we believe a strong deterrent
25 is the best defense. Thank you.

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1 COLONEL McSHANE: Thank you. Next is Dr.
2 Stanley Dienst.

3 DR. DIENST: I would like to defer to my
4 son, Brad Dienst.

5 MR. DIENST: Is one of these two mobile?
6 May I pick this up? Yeah. I appreciate that. My
7 name is Brad Dienst, and I live in Bismarck, and I'm
8 coming to you this evening as a voice for the
9 environment rather than as a voice speaking about
10 the environment. And in that spirit, I would like
11 to share my comments and reflections with the
12 audience. Is there some way that I might --

13 COLONEL McSHANE: Please. Just speak into
14 the microphone. The system will carry the sound.

15 MR. DIENST: They'll hear? Okay. Thank
16 you very much, Colonel.

17 My first concern is defining this term,
18 which I feel has been -- heretofore been treated
19 ambiguously, "environment." What is it? It's
20 something that surrounds, surroundings. That's all
21 of us, with or without us here in this amphitheater
22 today. Secondly, it's the total of circumstances
23 that surround an organism or a community of
24 organisms. These can be external and extrinsic
25 physical conditions, such as the terrain, the wind,

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1 the rainfall, as well as the complex social and
2 cultural conditions, like the atmosphere which we
3 are sharing here this evening, which affect the
4 health, growth, and development of individuals and
5 community. Third, and very simply, it is anything,
6 anything at all, that impinges extrinsically on the
7 organism.

21

8 I feel this evening we must recognize that
9 the MX missile is a very conspicuous and not to be
10 ignored extrinsic impingement upon all organisms,
11 not only in Minot, not only in North Dakota, not
12 only in the United States, not only in North
13 America, not only in the northern hemisphere, but on
14 this, our very earth. Okay.

15 So the question becomes do we want to be
16 integral and alive parts of our environment, which
17 as humans with the deed that we're trusted to, means
18 making responsible decisions, acting with moral
19 tenacity and living with feeling and caring?

20 There's an illustration that I share with
21 children. It's called a recipe for a forest. And
22 what you ask children to do is to imagine they are
23 given, for their very own custody, nurturing, and
24 kind of play, a one square mile plot, and they can
25 fill it up with as many lakes, plains, mountains,

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1 villages, however they want to people it, whether or
2 not -- what kind of a racial mix they want to have
3 between Indian folk and ourselves as white people.

4 I would like to give you just a couple
5 seconds here. If you had your own one square mile
6 piece of land, what would it look like? Envision
7 that just a few moments. Now I would like to ask
8 any of you, with all due honesty, reaching to the
9 bottom of your heart, thinking about the future of
10 all generations to come, tomorrow's great
11 grandchildren, grandchildren beyond them, how many
12 of you can stand up and say that you would really
13 want to see the MX Peacekeeper Rail Garrison system
14 on that one square mile piece of land which is
15 exclusively your responsibility given to you under
16 God?

22

17 COLONEL McSHANE: Time.

18 MR. DIENST: Time? Thank you very much.

19 COLONEL McSHANE: Art Ekblad.

20 MR. EKBLAD: Colonel McShane, members of
21 the panel. I am Art Ekblad, president of the Minot
22 Area Chamber of Commerce. The Minot Chamber of
23 Commerce represents a membership of about 600 --
24 over 600 business people here in the city and the
25 surrounding area. I am Art Ekblad, and I wish to

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1 express the Chamber's unqualified support of the
2 Environmental Impact Statement draft as you
3 presented it.

4 All of the report testifies to the fact
5 that the Minot Air Force Base and the community of
6 Minot are in a very good position to handle the
7 implementation of Rail Garrison here at the Minot
8 Air Force Base. We at the Chamber are very pleased.
9 Again, the community of Minot and the Minot Air
10 Force Base will be proud to host Rail Garrison.
11 Your impact statement certainly says that Minot's
12 the best place to locate Rail Garrison. I also want
13 to tell you that we at the Chamber are certainly not
14 in favor of war. We're in favor of peace keepers.
15 Thank you.

16 COLONEL McSHANE: Thank you. Bob Lund.
17 Bob Lund? Not here? Everett Ballmann.

18 MR. BALLMANN: I'm Everett Ballmann. I
19 have been teaching at Minot State University for 20
20 years.

21 I have tried to imagine what it would be
22 like without Minot Air Base. Certainly it would
23 be a loss to our institution, academically and
24 scholastically, without that dimension. I don't
25 know how many people from the base I have had

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1 lecturing in my classes. One of the best student
2 association presidents we ever had was George Kelly
3 from the base. Pat Smith from the base started our
4 NS international chapter. Ken Robertson, a retired
5 Air Force person, single-handedly set up our nordic
6 studies seminar as part of our Hostfest that's world
7 class.

8 I guess my problem comes in, though, with
9 when -- I've got to look back over and hit a couple
10 more of the high spots that you in that brief
11 presentation hit in terms of the MX. That MX
12 missile system goes back to President Ford.
13 President Carter, in his administration, they
14 considered 30-plus basing modes, came up with what
15 they thought was the best, was that racetrack out in
16 the desert southwest. And concerns were raised,
17 quite a few, and the governors out there then
18 opposed this with significant numbers of them.

19 Candidate Reagan joined in this opposition
20 and said, "I oppose it." He endorsed what was
21 called the dense pack, putting them all together
22 tightly in one field. And then you are probably
23 familiar with the controversy over the nuclear
24 missile fratricide and all that. And by the time he
25 got to be President, this MX issue support was

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1 flagging quite a bit. He set up the General
2 Scovcroft Commission, who was former president of
3 the National Security Council, and also the issue
4 the missile system was needed for vulnerability.
5 The Scovcroft Commission said there was no
6 significant vulnerability, and their suggestion was
7 that we move away from those large launcher,
8 multiple warhead systems towards the smaller, single
9 warheads as more flexible, more -- giving greater
10 stability to our U.S. military capability, and as it
11 would develop more in conformity with our U.S. arms
12 control agenda.

13 You had mentioned in '85 when the Senate
14 was voting on money for research and development --
15 by the way, the Scovcroft Commission suggested those
16 be based in Warren in those existing holes as a
17 rather temporary measure. I remember Senator Lawton
18 Chiles, Florida, who was interviewed on how is the
19 Senate going to vote, and he said, "Anytime the
20 President asks Congress for something in the name of
21 national security, that's all it takes and we'll
22 vote for it." He said, "If the Senate was voting on
23 this MX missile on its merits, you wouldn't find 30
24 senators of a hundred who could support it."

25 COLONEL McSHANE: Time, sir. In the

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1 future, speakers, please face this way. It's very
2 helpful to the court reporter. She can see your
3 face and catch the words. Sometimes it works a
4 whole lot better that way. Thank you. Okay. David
5 Moritz.

6 MR. MORTIS: Yes. I would like to defer
7 to Ronnie Rosenberg, please.

8 MS. ROSENBERG: Good evening. My name is
9 Ronnie Rosenberg. I'm from Crookston, Minnesota. I
10 have a law practice in Fargo. I've come here
11 tonight to Minot because there are no outsiders.
12 This project concerns everyone who lives along the
13 rail system where the MX trains may go.

14 I hereby object to the Draft Environmental
15 Impact Statement for the MX Rail Garrison project
16 and to the hearing process on the following grounds.

17 The notice for this hearing fails to
18 conform to Air Force Department of Defense
19 Regulations, Section 989.15, Subsection B(2).

20 The notice provided to identify interested
21 individuals fails to include the name and phone
22 number of a person to contact for more information,
23 the request that speakers submit their intention to
24 take part, any limitation on the length of oral
25 statements, the suggestion that statements of

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1 considerable length be submitted in writing, and the
2 offices where the Draft EIS and appendices are
3 available. By not providing this information, as it
4 is required to do by its own rules, they are, of
5 course, making organized opposition to this project
6 more difficult.

7 The DEIS is not widely available in the
8 libraries of surrounding communities.

9 The public hearings are not being held in
10 a sufficient number of locations. 32 CFR, Section
11 214, provides that the amount of public
12 participation is to be determined in pertinent part
13 by the magnitude of the proposal. At the very
14 least, hearings should be held at towns and cities
15 along the rail lines which would be subjected to the
16 missile trains if this project is implemented.

17 I received my copy of the DEIS on July 20,
18 1988. The time is not sufficient from the
19 distribution of the DEIS to this hearing to prepare
20 an adequate critique. It is no solution that
21 additional testimony can be submitted in writing,
22 because part of the process is to inform and
23 influence my neighbors and legislators to oppose
24 this project.

25 Three hours is insufficient time for this

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1 meeting, given the fact that the Air Force has taken
2 up time with its presentation. A number of people
3 who wish to speak about this project will not be
4 able to or will have to limit their remarks. Given
5 the magnitude of this project and the public
6 interest, additional time on another day should be
7 allocated.

8 The DEIS fails to adequately present the
9 alternatives, including the No Action Alternative.

10 The Air Force has created confusion about
11 the role that opposition plays in the process.
12 Pursuant to 40 CFR, Section 1508.27, Subpart --
13 Subsection B, Subpart 4, the DEIS must consider the
14 extent to which this proposal is controversial. At
15 page 3-2 of the DEIS, it is stated that controversy
16 was not considered, thus the Air Force has failed to
17 do that which it is required to do by federal law.

18 The DEIS fails to address the degree to
19 which this action establishes a precedent for future
20 actions. Pursuant to 40 CFR, Section 1508.27,
21 Subsection B, Subpart 6, the DEIS must do so.
22 Furthermore, this issue was specifically raised at
23 the Grand Forks scoping hearing. The DEIS for Minot
24 fails to consider whether the overall unemployment
25 rate for the area would increase for 1993 and

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1 thereafter.

2 COLONEL MCSHANE: Time, ma'am.

3 MS. ROSENBERG: Thank you.

4 LT. COLONEL WALSH: Excuse me, sir.

5 COLONEL MCSHANE: Colonel Walsh.

6 LT. COLONEL WALSH: I would like to ask
7 Major Van Ness to reply to some of those issues
8 raised, please.

9 COLONEL MCSHANE: Major Van Ness.

10 MAJOR VAN NESS: We would just like to
11 reply here this evening to two of the points you
12 have made. The remainder we'll address in the Final
13 DEIS. But we thought that with the wider audience,
14 they might be interested in hearing at least two of
15 these answers.

16 One is that you objected that the Draft
17 Environmental Impact Statement doesn't cover the No
18 Action Alternative. That may be somewhat misleading
19 in that you may not understand how we have discussed
20 the No Action Alternative in the document. We
21 believe that our discussion of the present and
22 future baseline conditions constitutes the
23 discussion of the No Action Alternative, that would
24 happen absent the impacts of our program. And if
25 you look at the amount of the document that is

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1 devoted to a discussion of the present and future
2 baseline, I think you will find that exceeds in
3 volume the number of pages associated with the
4 discussion of the impacts involving the actual
5 deployment of the system.

6 Secondly, you raised the issue with regard
7 to controversy. And you may be right that we need
8 to clarify what we have said in the document. But
9 there is a subtle point here that I think needs to
10 be made, and that is under the Council on
11 Environmental Quality Regulations, what the agency
12 is required to discuss is a controversy among
13 experts, informed public, concerning the impacts
14 themselves. Controversy to the extent it simply
15 means opposition of the program isn't the kind of
16 controversy that we are required to discuss under
17 the National Environmental Policy Act. And that is
18 simply what we were trying to describe or explain in
19 the passage that you referred to.

20 MS. ROSENBERG: The document is ambiguous,
21 but thank you for your opinion.

22 COLONEL MCSHANE: Larry Lange.

23 MR. LANGE: Good evening. I am Larry
24 Lange from Devils Lake, North Dakota. I object to
25 the rail-based MX on the grounds of pollution.

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1 First of all, economic pollution. We
2 already owe billions of dollars to Japan and West
3 Germany, two countries with mass transit systems
4 which transport people and products at up to 200
5 miles per hour. And now, instead of modernizing our
6 rail system, we propose to use it for 50 MX trains
7 with 180 Hiroshimas aboard each train. That's
8 economic pollution and economic suicide. There has
9 never been a first-rate country with a second-rate
10 economy.

11 Secondly, this MX rail idea is a peace
12 polluter. It makes no sense at all to be deploying
13 nuclear strike weapons while negotiating a nuclear
14 free world with the Soviets by the year 2000. So
15 long as the Russians are willing to negotiate toward
16 a nuclear free world, we should not be installing
17 offensive first-rate strike weapons.

18 Thirdly, this idea pollutes the political
19 process. When the Pentagon, with its huge
20 procurement and deployment budget, dangles economic
21 goodies before the body politic, it leads to
22 political prostitution. Citizens desperate for jobs
23 ask no questions and put their consciences on hold
24 as they perform duties which could lead to the
25 destruction of the earth. Worse still, politicians

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1 who represent them, out of fear for their futures,
2 tend to vote in favor of such mindless expenditures
3 to please their constituents. This is political
4 pollution.

29

5 Lastly, and most importantly, the MX is a
6 spiritually polluting affair. It trafficks in fear
7 which Jesus warned us against. It violates the
8 first commandment in which God lets us know, "I am
9 the Lord, Your God. You shall have no strange gods
10 before me." To trust the MX for our security
11 instead of God is to make of it an idol and thus a
12 strange god. To call the MX the Peacekeeper is
13 blasphemy for Christians. We who follow Jesus know
14 He is the Peacekeeper and the Peacemaker, and there
15 is no other. May God and His son Jesus help us.

16 COLONEL MCSHANE: Thank you. Colonel
17 Walsh.

18 LT. COLONEL WALSH: Yes, sir. I would
19 like to note -- make two comments on issues that you
20 raised. In the Star talks with the Soviet Union,
21 the United States has proposed the elimination of
22 mobile weapon systems. The Soviet Union has
23 rejected that proposal and has already pursued
24 deployment of two mobile systems. The SS-24 is
25 their rail mobile system, and the SS-25 is their

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1 road mobile system. That was the Soviet Union's
2 reply to the United States' proposal.

3 And the other issue that I should point
4 out to you is that we are proposing the Peacekeeper
5 Rail Garrison program as a solution to providing a
6 more survivable ICBM system. The economic benefits
7 that the communities would derive from such
8 deployment are incidental to such deployment. They
9 are not the prime reason or selling point for the
10 program. Thank you very much, sir.

11 COLONEL MCSHANE: Bill Breeding.

30

12 MR. BREEDING: I totally support the EIS
13 statement, and I believe that if you gentlemen lived
14 in North Dakota, you'd have a greater appreciation
15 of why we say it's clearer and greener in the
16 summertime, whiter and brighter in the wintertime.
17 Thank you.

18 COLONEL MCSHANE: Thank you. Albert
19 Robinson.

31

20 MR. ROBINSON: This is Albert Robinson,
21 and I do support the Environmental Impact Statement
22 wholeheartedly.

23 COLONEL MCSHANE: Thank you. Steve
24 Bakke.

25 MR. BAKKE: I am Steve Bakke, a local C&A

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1 in Minot. And not having a prepared text, I would
2 just like to make a comment and then have one
3 question. I support the Peacekeeper at the Minot
4 Air Force Base. And one area that you covered a
5 little bit was the impact to the Minot area. Did
6 you also cover the impact to the local surrounding
7 towns such as Glenburn, Mohall, you know, those
8 areas?

32

9 LT. COLONEL WALSH: Mr. Hickman will
10 respond to that question.

11 MR. HICKMAN: In our socioeconomic study,
12 we looked at a five-county area, with the primary
13 county being Ward County, and the city receiving the
14 most of the in-migrating population, both for the
15 construction phase and during the operations, being
16 the city of Minot. The other counties we looked at
17 included Bottineau, McHenry, McLean, and Renville.
18 We looked at those counties individually, but not
19 specific cities within them. We do have data on the
20 impacts that would occur in each of those counties,
21 and if you would be interested in more information,
22 we can provide it.

23 MR. BAKKE: Thank you.

24 COLONEL MCSHANE: Thank you.

25 LT. COLONEL WALSH: I need to add one

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comment here to that. In the interest of being concise, we tried to summarize what are the major findings of our analysis, so while we looked at a larger extent in our study, some of those impacts weren't deemed to be of large enough input to warrant inclusion in this document. Otherwise, we would have had an 11-volume document instead of one, that even now is of some concern to some people.

COLONEL McSHANE: Brenda Mattson.

MS. MATTSON: Colonel McShane, gentlemen of the panel. Thank you for the opportunity to speak before you tonight. My name is Brenda Mattson. I'm executive officer of the Minot Association of Builders, an affiliate of the National Association of Home Builders of the United States, an association which promotes the building and construction industry. I have been directed by my board of directors to state our association's support of the Environmental Impact Statement released by the Air Force about Minot Air Force Base.

Our association is made up of commercial contractors, home builders, plumbers, electricians, excavators, concrete suppliers, building suppliers, and supporting industries. The association's

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expertise speaks for itself and well qualifies us to speak intelligently and comprehensively about several areas addressed in the EIS. We agree with the EIS about the direct employment impacts for the Proposed Action and Alternative Action plan. We agree with the EIS about housing and that Minot could supply the needed homes, temporary housing and new housing for the personnel associated with Peacekeeper. We agree with the impacts of the Proposed Action, employment and income statements presented in the EIS. The new jobs created in our area would be an economic boon and could benefit Minot greatly. We agree with the EIS in regard to off-base program-related demands for housing and additional housing needed. We agree with the EIS in regard to the construction cost and workers needed to construct the second rail connector at the base.

The Minot Association of Builders, a 170-member firm strong, representing over 4,121 employees welcome the Peacekeeper Rail Garrison system at Minot Air Force Base. We have contractors ready, willing, and able to construct and maintain the Peacekeeper Rail Garrison system. We are in support of the Environmental Impact Statement released by the Air Force and would encourage you to

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choose Minot Air Force Base as a site for the Peacekeeper Rail Garrison. Thank you.

COLONEL McSHANE: Thank you. Michelle Lange.

MS. LANGE: I would like to defer to Ronnie Rosenberg.

MS. ROSENBERG: I'm Ronnie Rosenberg again, and to continue with some of the objections that I was putting on the record.

The DEIS for Minot does not adequately consider whether the overall unemployment rate would increase for 1993 and thereafter. In the section on the Grand Forks area, for example, the DEIS predicted that the unemployment rate would be increased after the initial construction phase due to the influx of military dependents who would compete with local residents for nonproject jobs. No such calculations were submitted for Minot.

On page 4.10-24 of the DEIS, it states that three state sensitive species would receive minor adverse impacts. The language is unclear as to how the species would be affected, by what means, and whether any measures to mitigate were considered. The entire handling on the section of wildlife is not very clear.

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Also Section 4.10.2.2 on wastewater is inadequate.

Section 4.10-20 on prehistoric and historic resources is inadequate and unclear.

On page 4.10-8 it states that with the project, military personnel and their dependents would account for approximately 31 percent of the population in the Minot area in 1993. The DEIS fails to consider the extent to which this makes the economy of Minot dependent on federal dollars and vulnerable in the event of military defense cutbacks.

Additionally, the DEIS was prepared, in large part, by Tetra Tech, Incorporated, a California corporation, which, until earlier this year, was a subsidiary of Honeywell, a major defense contractor. This connection creates an appearance of bias and partiality. Whether or not studies were done to show whether there was a conflict of interest, it certainly does not, in my mind, inspire public confidence that one of the larger defense contractors, their subsidiary, until early in 1988, were the folks that the Air Force contracted with to prepare the DEIS.

For all of the above-mentioned reasons and

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1 in the keeping of the spirit and letter of the
2 National Environmental Policy Act and its
3 implementing regulations, and the Department of
4 Defense regulations, and in the interest of justice,
5 the DEIS must be expanded to address these concerns
6 and other concerns raised at this hearing.
7 Additional public hearings must be held after a
8 revised DEIS is prepared. The entire process must
9 be conducted in such a way as to give the public a
10 full and fair opportunity to be heard. I am
11 dismayed that public officials as well as citizens
12 who want to speak are simply not going to have the
13 time to express their concerns or their support or
14 whatever they want to say on this project that's of
15 vital national importance.

16 Basically, that ends my prepared comments.
17 I just want to add that I am very upset by this
18 project. The MX missiles are instruments of death.
19 They're instruments of tremendous destruction. That
20 is not really considered anywhere in the project.
21 We lose sight of what's going on here, of the 10 to
22 15 billion dollars that this entire project is
23 taking up, not just the Rail Garrison but the entire
24 project, and the number of jobs, which seems to be
25 of central concern here, the number of jobs that

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1 could be provided for 10 to 15 billion dollars that
2 would, in addition, produce a useful product and not
3 an instrument of death. Thank you.

4 LT. COLONEL WALSH: Excuse me, sir, may I
5 respond?

6 COLONEL McSHANE: Colonel Walsh.

7 LT. COLONEL WALSH: I just want to comment
8 on a few items that you raised. First of all, the
9 analysis was done for the difference in the
10 unemployment rate, but the difference was very
11 small, and so therefore it did not change
12 dramatically from what was already quoted for 1993.
13 The influx of dependents did not substantially
14 change the unemployment rate as it did at Grand
15 Forks and some other installations.

16 Furthermore, while we have developed some
17 mitigative actions for impacts, again, in the
18 interest of reducing the volume of the document, we
19 only spelled them out for those items that were
20 identified as significant impacts. That doesn't
21 mean to say that in our negotiations or working with
22 local authorities we may not have additional
23 mitigative actions appropriate for impacts that were
24 not determined to be significant.

25 And as indicated to you at Grand Forks,

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1 the Tetra Tech Corporation, when it was owned by
2 Honeywell, had to provide a disclosure statement
3 because the Air Force was concerned of such a tie,
4 and the disclosure statement had -- we had to verify
5 that there was a separation of the management of
6 Honeywell and Tetra Tech so that one would not
7 influence the other. And that was the case, and we
8 were satisfied, and that disclosure statement was
9 made available for public review. But as you also
10 noted, Honeywell no longer owns Tetra Tech.

11 The other point that you would bring up,
12 the issuance of a supplemental Draft EIS is only
13 warranted when there are substantial changes to the
14 program and/or to the conclusions of the document.
15 It is a normal experience that there will be some
16 adjustments made to the document based upon inputs
17 at public hearings, and those will be incorporated
18 into the Final EIS. Thank you very much, ma'am.

19 MS. ROSENBERG: Thank you.

20 COLONEL McSHANE: Thank you. Before we go
21 on, I would like to point out that during this last
22 speaker talking, there were several folks whispering
23 here. It makes it extremely hard for the court
24 reporter to get it down. It's very distracting to
25 the speaker, and it's distracting to me and the

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1 panel who need to listen to these comments. So if
2 you're going to have a discussion, go outside and do
3 it. Otherwise, please listen attentively. Thank
4 you. Charles Maxfield.

5 MR. MAXFIELD: I would like to defer to
6 Dr. Herbert Wilson.

7 DR. WILSON: My name is Herbert Wilson. I
8 have been a local physician in Mountrail County for
9 36 years. During World War II, I was a gunner
10 bombardier in the 8th Air Force on B-24s. I'm very
11 much interested in history and public affairs and my
12 country. I have six children and 14 grandchildren,
13 and I'm interested in their future.

14 Now, as a physician, it's my duty to
15 enhance life and preserve it wherever I may. I look
16 on an increase in armaments of any type in any place
17 at this point in time as very much unnecessary and
18 very much something driven by antiquated ways of
19 thinking and/or misconceptions or the profit
20 motive.

21 The few moments I have, I will dwell on
22 the biggest misconception of all. That is the idea
23 of deterrence. Back in the early sixties, I believe
24 we had, besides all the other hardware, 400 warheads
25 on the Poseidon submarines. These were considered

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1 enough to pulverize, in one day, all the cities in
2 the Soviet Union. It was agreed then this was
3 adequate deterrence. Nonetheless, we went on to
4 make more and more missiles, until in 1988, there
5 are between twenty-five and thirty thousand of them,
6 most of them a hundred to a thousand times more
7 powerful than the one we dropped on Hiroshima.
8 Estimates vary, but it wouldn't take many of these
9 detonations to ruin our world as we know it.
10 Neither the USSR or we are going to detonate
11 aboveground ever again, I hope.

12 So what is the environmental impact? We
13 want -- or I want to consider it in the broader
14 aspect of what the adding of fifty to a hundred MX
15 missiles means. I believe I'm supposed to confine my
16 remarks to the environmental impact on this local
17 community, Minot, but I have never had the
18 opportunity to testify as to the environmental
19 impact, the stockpiling of missiles in our country
20 as a whole. Hence, I feel it's my prerogative to
21 testify to this worldwide, anti-Christian,
22 antihumanity type of arms buildup that both the
23 Soviet Union and the United States and other
24 countries as well, have engaged in since the end of
25 World War II.

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1 The impact is on the thinking of mankind
2 most everywhere assuming that might is right.
3 This is not only for the super powers, but also
4 it happens in the underdeveloped nations,
5 unfortunately. I'm thinking of the millions who
6 suffer throughout the world because of the lack of
7 benefits that modern technology could bring were it
8 not that that technology is given over to the
9 building of weapons of destruction. It is indeed a
10 cruel hoax on mankind to pervert the most noble
11 thoughts we have of creating a patriotism of
12 sacrifice in order to support a military economy.

13 No, I don't want the MX missile garrisoned
14 here or anywhere. And I'm not chicken. I'm not
15 afraid of us being a prime target. I'm not afraid
16 of an accident occurring. What I hate is to see is
17 the hoax continued. The fear, suspicion, and
18 animosity that we have towards others because they
19 do not think quite like we do.

20 COLONEL McSHANE: Time, sir. Wayne
21 Greenup.

22 MR. GREENUP: Thank you. I'm Wayne
23 Greenup from Minot, and I support the Environmental
24 Impact Statement. I feel that it would be a direct,
25 positive influence on the city and surrounding

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1 community. Thank you.

2 COLONEL McSHANE: Thank you. Ed Kuhn.

3 MR. KUHN: Colonel McShane, distinguished
4 members of the panel. My name is Ed Kuhn, and I am
5 honored to have been an alderman on the Minot city
6 council for over 14 years. In addition, I have been
7 an employee of Burlington Northern Railroad and its
8 predecessor, Great Northern Railroad, for a combined
9 total of 36 years. I believe my years of railroad
10 experience qualifies me to comment on a few points
11 raised in the Draft Environmental Impact Statement.

12 First of all, the required improvements to
13 the rails in order to deploy the Peacekeeper Rail
14 Garrison program at Minot Air Force Base would
15 result in an increase in employment, both during the
16 construction and during the life of the program.

17 Second, the improvements would further
18 enhance our already good rail transportation system.
19 These rail improvements will only help to bring more
20 trade and commerce to our community.

21 Third, the Draft EIS says that
22 interruptions of traffic by trains where the tracks
23 and roads intersect would be minimal. In short, the
24 occasional movement of trains would not disrupt the
25 normal flow of traffic within or around the city.

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1 Fourth, the draft indicates -- the EIS
2 indicates that the trains would only move out of the
3 garrison when major repairs or maintenance
4 necessitates that they be transported to the main
5 operating base at Warren Air Force Base near
6 Cheyenne, Wyoming, or when directed to disperse
7 during time of national need. In my opinion, this
8 would not significantly impact the rail network and
9 would not interfere with normal commerce or
10 transportation along the rail network in Minot.

11 For more than a century, Minot has been
12 known as a railroad town. For the last three
13 decades, we have also been known for our close
14 working arrangements with the Air Force at Minot Air
15 Force Base. As a result, we believe that we are
16 uniquely situated to handle the impact of the
17 Peacekeeper Rail Garrison, and we look forward to
18 the opportunity to do so.

19 In conclusion, if it is the ultimate
20 decision of the President and Congress to deploy the
21 Peacekeeper Rail Garrison program, then I believe
22 that Minot Air Force Base should be chosen as one of
23 the sites. Thank you.

24 COLONEL McSHANE: Thank you. John Pence,
25 please.

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1 MR. PENCE: Colonel McShane, and panel.
2 I'm John Pence, one of the five commissioners from
3 Ward County. I had intended to insert a number of
4 statements regarding the impact report that has been
5 given. I see no reason for me to stand here and use
6 up three minutes of time to repeat what has already
7 been said. And in favor of the attorney from Grand
8 Forks or so, I will relinquish the rest of my time
9 for other speakers.

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10 I do want it known that the Ward County
11 Commissioners solidly support the Peacekeeper Rail
12 Garrison plan. Thank you.

13 COLONEL MCSHANE: Thank you. David
14 Waind.

15 MR. WAIND: Colonel McShane, members of
16 the panel. My name is David Waind, and I have been
17 employed in various capacities with the City of
18 Minot for nearly ten years. I presently serve as
19 assistant city manager, and I am here this evening
20 representing myself and the city manager, Robert
21 Schempp.

22 I have reviewed the Draft Environmental
23 Impact Statement for the Peacekeeper Rail Garrison
24 program, particularly that portion of the DEIS that
25 deals with impact at Minot Air Force Base and the

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1 Minot area. The DEIS makes clear there will be no
2 significant adverse impact on environmental quality
3 if the Rail Garrison system is deployed here. If it
4 is determined that this system will be built and if
5 Minot Air Force Base is chosen as one of the
6 garrison installations, the city of Minot will be
7 able to handle the corresponding demand for
8 services, utilities, housing, water resources, and
9 transportation.

10 Just one example of our ability in these
11 areas is contained in the summary of socioeconomic
12 impacts contained in the DEIS report. And I quote.
13 "Impacts would not be significant because the
14 increased demand for housing would be met by
15 available vacancies, existing educational facilities
16 would absorb enrollment increases, no new public
17 service facilities would need to be constructed, and
18 existing revenue sources of the jurisdictions would
19 be adequate to meet program-related expenditures."

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20 Similar statements can be found in the
21 DEIS on each of the areas related to the impacts
22 expected for the city of Minot. Since we have
23 adequate capacity to meet these small increased
24 demands projected in each of these areas, and since
25 this system will have no significant adverse impact

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1 on environmental quality, we believe that favorable
2 consideration should be given to locating the Rail
3 Garrison in Minot.

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4 For more than three decades the city of
5 Minot has worked with the Air Force Base in
6 accommodating both change and growth. We stand
7 tonight ready, willing, and able to handle the
8 impact if Minot Air Force Base is chosen as one of
9 the locations for the Rail Garrison. Thank you.

10 COLONEL MCSHANE: Thank you. Charles
11 Hoffman.

12 MR. HOFFMAN: My name is Charles Hoffman.
13 I came to Minot to teach at the University in 1952
14 and have lived here for the past 52 years. I speak
15 for myself.

45

16 Our national security does not necessarily
17 increase with an increase in the military spending.
18 Our national security is based on a healthy economy,
19 providing steady jobs for its workers plus a chance
20 for advancement for whoever meets human needs more
21 efficiently.

22 But it takes money to create every kind of
23 job. In the last four years, from 1981 -- in the
24 four years from 1981 to '84, military expenditures
25 increased, became greater, by \$190 billion, about 66

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1 percent beyond the rise due to inflation. A million
2 is a thousand thousand, and a billion is a thousand
3 million. To get this extra 190 billion, our country
4 boosted its federal debt and cut other federal
5 spending. Spending \$190 billion created over 7
6 million new jobs. But if this had been spent on
7 civilian jobs, it would have created over 8 million
8 new jobs, because civilian jobs are about 15 percent
9 more labor intensive than military jobs. Thus, this
10 new military spending cost our nation 1,147,000 lost
11 jobs because our federal spending had to be cut. I
12 quote figures from Employment Research Associates of
13 Lansing, Michigan. California gained 607 more jobs
14 than it lost. New Hampshire gained 3,640 more than
15 it lost. And 13 other states had a net gain. But
16 35 other states lost some of their jobs that they
17 gained -- more than they gained. North Dakota lost
18 10,780 more jobs than it gained. Even Washington,
19 D.C. lost a net of 10,840 jobs. Rail Garrison
20 promises a temporary money gain to Minot, but not to
21 North Dakota or the United States. Which is more
22 important, Minot or the whole nation? Let's be
23 truly patriotic.

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24 It has been estimated that about 60
25 percent of the total research and development funds

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1 in the United States are being spent for civilian
2 use. In Germany, it's 96 percent instead of 60
3 percent. In Japan, 99 percent. More money has been
4 spent on research and development of the B-1 bomber
5 than the total research and development budget for
6 the whole U.S. steel industry. A strong healthy
7 economy cannot be based on a military budget larger
8 than the civilian. I don't care --

9 COLONEL McSHANE: Time, sir.

10 MR. HOFFMAN: -- to have a hand in the
11 nuclear cremation of millions of lives of civilians,
12 either in Russia or here, or more likely in both.

13 COLONEL McSHANE: Time, sir. Julie
14 Odland.

15 MS. ODLAND: I'd like to defer to Ethel
16 Mae Morrison.

17 MS. MORRISON: I have lived in Minot for
18 50 years and raised six children here.

19 It seems if the Rail Garrison is voted on
20 by our nation, okay, have it in Minot. But Rail
21 Garrison to me is a very bad idea. It's very
22 shortsighted and selfish to want Rail Garrison in
23 Minot so we can have a few more jobs and some kind
24 of economic progress when it's bad for the whole
25 nation and for the whole world. I care for the

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1 environment of the whole world.

2 I would like to quote from Christian
3 Sorenson of UND. I believe it so firmly. It is
4 nonsense to claim that we must add 50 MX missiles
5 carrying 500 warheads to our arsenal of more than
6 13,000 long-range nuclear weapons in order to deter
7 the Soviet Union from attacking our land-based
8 missiles. To actually believe that our ICBMs are
9 vulnerable to a Soviet first-strike attack, one must
10 assume that the Soviet leaders would be insane or
11 suicidal. Why? Because even if the Soviets could
12 destroy most all of United States' land-based
13 missiles, surviving United States' bombers and
14 submarines could quickly destroy the Soviet Union.
15 The nuclear warheads on just two of our 36
16 missile-carrying submarines could demolish every
17 large and medium-sized city in the Soviet Union.
18 Our submarine-launched missiles, our bombers, our
19 cruise missiles are more than sufficient to deter
20 any rational Soviet from attacking the United
21 States. And if the Soviets are bent on this
22 suicidal idea, no additional weapon system will
23 prevent them from attacking us.

24 I feel -- I have enjoyed meeting your base
25 people, but that has nothing to do with this Rail

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1 Garrison system, which is, to me, a very bad idea.

2 COLONEL McSHANE: Ma'am, you were Ethel
3 Mae Morrison; is that correct?

4 MS. MORRISON: Right.

5 COLONEL McSHANE: Thank you. Marvin
6 Semrau.

7 MR. SEMRAU: Colonel McShane, members of
8 the panel. My name is Marvin Semrau. I'm a
9 resident of the city of Minot, having been born and
10 raised in the city of Minot and grown up comfortably
11 with the "not Air Force Base. I support the
12 findings in the Draft Environmental Impact
13 Statement. In addition to that, I support the
14 deployment of the MX Rail Garrison because of its
15 deterrent capabilities, and I understand that
16 without deterrent capabilities that maybe none of us
17 here may have an environment to worry about. Thank
18 you.

19 COLONEL McSHANE: Thank you. Gary
20 Kramlich.

21 MR. KRAMLICH: I'm Gary Kramlich,
22 president-elect of the Minot Chamber of Commerce,
23 but I'm speaking tonight as a citizen in support of
24 the DEIS and particularly from where I come.

25 I'm a realtor and a home builder. Section

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1 4.10-7, the 829 units that you say are available
2 when the report was done is short now. You can add
3 a thousand -- you could say in round numbers a
4 thousand, because we have had the impact of losing
5 the 5th Fighter since that report was done, and that
6 was substantially felt within the community.
7 Additionally, references have been made to the loss
8 of jobs because of the drought. There is an export
9 of people, and we could easily accommodate the
10 people for the construction side. Section 10-9
11 refers to the short-term and long-term construction.
12 That can be handled.

13 I want to change the subject and refer to
14 the heritage of the EIS. In Minot's support, the
15 last part of January and first couple days of
16 February, 17 people, at their own expense, went to
17 the Pentagon to support the community's strong
18 feelings of how the Peacekeeper rail-based garrison
19 could fit into the Minot community in its total
20 impact. That position has not changed. You have
21 heard a good example of that. More so, as you look
22 across the crowd here, you'll see second- and some
23 third-generation families. Many of those are
24 railroad people. By their hats. Two years ago,
25 this community had a centennial, out of which came a

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1 railroad museum with great pride and great strength
2 from people we did not know had that strength for
3 their own community. As a community, we're
4 extremely proud of that.

5 I'll finish to say that we are proud of
6 the Minot Air Force Base and what it represents in
7 keeping the deterrent of peace through strength. We
8 support a strong economy, but more so, we support a
9 strong world. I worry about not just the Soviets,
10 if we have conflict with them. What about the other
11 countries? And that deterrent here is seen across
12 the whole country. Minot Air Force Base received
13 the best base in the world in the excellence award.
14 Ninety people from the community went down to see
15 that. Immediately following that, a week later,
16 eight people went to Offutt Air Force Base to meet
17 with General Shane's staff to say we again support
18 the Rail Garrison and other missions at this base.

19 On behalf of the community, I'm pleased to
20 support your EIS and thank you for being here.

21 COLONEL MCSHANE: Thank you. Ethel Mae
22 Morrison.

23 MS. MORRISON: Well, I'll defer to Neal
24 Ruedisill.

25 COLONEL MCSHANE: Sir, when you get there,

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1 would you spell your name.

2 MR. RUEDISILL: Yes. Welcome to Minot. I
3 am Neal Ruedisill. N-e-a-l R-u-e-d-i-s-i-l-l.
4 Lutheran campus pastor at Minot State University.

5 I thank you for the work you have put into
6 the Draft Environmental Impact Statement. I have
7 read some of it, but understand, I could not make my
8 way through the whole thing. It is thorough. And
9 you're straightforward in expressing your intent.
10 The purpose of the EIS is to "analyze possible
11 environmental consequences of the Proposed Action
12 and its reasonable alternatives including the No
13 Action Alternative. A discussion of morality,
14 national security policy or psychological effect is
15 beyond the scope of this EIS," 1.10.2.

16 There is no doubt in my mind, however,
17 that our environment includes those things that do
18 affect us morally and psychologically, whether or
19 not we are consciously aware of them. Even if we
20 have quit thinking and talking about the potential
21 and the purpose of these nuclear weapons, at least
22 if we listen to our young people, we know that their
23 concerns and fears of a nuclear holocaust are real.

24 There are sections of the EIS draft that
25 trouble me, to mention several. First, Section

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1 4.10.5.3, Native American Resources. "Although the
2 study area is within the traditional territory of
3 the Hidatsa, specific Native American resources such
4 as sacred area have not been identified. Therefore,
5 none would be affected by the Proposed Action."
6 Whether or not research has been done in the area,
7 and I understand that it has, to state that
8 therefore nothing would be affected is not logical,
9 but I think it is rather cavalier and casual.

10 Secondly, there's a section about a
11 possible second rail connector going north to
12 Lansford. I have heard nothing about that before.
13 In discussing this possibility, Section 4.10.14 it
14 states, quote, none of the streams, Little Deep
15 Creek, Egg Creek, and an unnamed creek, requiring
16 bridges have state-designated uses, indicating that
17 they are not particularly sensitive streams, end
18 quote. I really doubt that conclusion, just because
19 they haven't been designated state-designated
20 streams.

21 Then the statement continues. "The
22 right-of-way to Lansford would use about 152 acres
23 of land and could probably be sited to avoid
24 scattered farmhouses. There could, however, be a
25 conflict with existing structures or roads at

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1 Lansford where a wye would be constructed to the Soo
2 Line main line." I'm interested in knowing if the
3 people living north of the proposed garrison and in
4 Lansford are aware of this possibility.

5 Three. In dealing with --
6 COLONEL MCSHANE: Time.

7 MR. RUEDISILL: Okay. Thank you very
8 much.

9 COLONEL MCSHANE: Colonel Walsh, I think
10 you wanted to address that.

11 LT. COLONEL WALSH: I just would like to
12 point out, sir, that we have approached the tribal
13 councils of the nations that had historical ties to
14 this area, and we have also in the past approached
15 the traditional leaders, what's commonly referred to
16 as the medicine men, who are very conscious of
17 sacred sites, etc., though they will not acknowledge
18 them to the newcomers of the land, to ask them is
19 there any area that we have under consideration that
20 they feel we should avoid. We have done this on
21 previous projects, and we have done this in every
22 area. And at this particular point in time, we have
23 had no sacred site of import to the Indians
24 identified to us, so that is the basis for our
25 conclusion.

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1 With respect to the alternate routes, this
2 is not an EIS to support selection of an alternate
3 route. At this particular time, we do not feel that
4 we need an alternate route from the base. However,
5 we're identifying that we may at some future time,
6 if a threat changes or our needs change, like to go
7 with an alternate route. We have identified the
8 approximate corridor that we would be looking at,
9 and then at the time that a decision was made that
10 we need an alternate route, then we would lay out
11 proposed and reasonable alternatives for the people
12 to look at and accomplish an EIS on those routes and
13 then ask the people to comment on it. Thank you
14 very much, sir.

15 MR. RUEDISILL: I think it's important
16 that people are aware of that possibility. Thank
17 you.

18 COLONEL McSHANE: I think you had further
19 questions there. If you don't get back up here,
20 please remember to submit them in writing. Earl
21 Allen, please.

22 MR. ALLEN: Colonel McShane, members of
23 the panel. I am Earl Allen, Minot resident for 35
24 years, have considerable roots here. The writer,
25 myself, as an agricultural economic graduate with

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1 minors in crops, agronomy, dairy industry, soils,
2 animal husbandry, conservation, animal nutrition,
3 and human nutrition, hereby heartily accept and agree
4 and endorse the environmental impact document after
5 a thorough study of same, 37 pages devoted to Minot,
6 the greater Minot area.

7 Based upon several decades of experience,
8 it has proven conclusively that there has been no
9 friction or problem with the present Air Force base,
10 including the missile complex, and the city of Minot
11 and its entire territory. The situation has proven
12 to be ideal, and there is little doubt that such
13 would continue were the Peacekeeper Rail Garrison to
14 be located in the Minot area base-community
15 relations.

16 In the field of utilities, there is
17 sufficient competition between the entities and
18 sufficient capacity and willingness to serve, that
19 the Peacekeeper Rail Garrison project would be well
20 and gladly taken care of at the most reasonable
21 rates with quick, efficient, complete, low-cost
22 service.

23 The transportation facilities are
24 extensive, swift and economical, which, in the
25 opinion of the writer, would serve the Peacekeeper

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1 Rail Garrison project very well and, as has been
2 stated earlier, safely.

3 As for land use, it would seem conclusive
4 that we have the lowest land cost in relation to
5 land quality of any place in the United States.
6 Landholdings are large, accounting for the very
7 sparsely populated area. It would seem that the
8 Peacekeeper Rail Garrison project would shy away
9 from heavily populated rural areas where the farms
10 are smaller and there are no ranches, and where the
11 market value of the land is extremely high by
12 comparison.

13 As far as cultural resources, Minot is
14 simply outstanding. Its small university has done
15 much to accomplish this. The size of the university
16 is emphasized because it does not harbor adverse
17 social and political activists who often reach the
18 militant stage. There is virtually none of this
19 congenital pathological element in the Minot.

20 The water resources in the Minot area are
21 more than adequate. The mathematical probability
22 that there could be any water pollution from this
23 project strains the imagination since it is
24 virtually zero.

25 COLONEL McSHANE: Time, sir.

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1 MR. ALLEN: May I run over for just a
2 minute. Air quality in the Minot and northwest
3 North Dakota certainly is the highest and best
4 quality in the United States and is not jeopardized
5 by the Rail Garrison in any way.

6 There is much more to say. I appreciate
7 this opportunity to be heard. And we welcome you,
8 and we do hereby endorse this Draft Environmental
9 Impact Statement.

10 COLONEL McSHANE: Thank you, sir. And you
11 may submit any written comments. Charles Brevik.
12 Charles Brevik? B-r-e -- there he is. Okay.

13 MR. BREVIK: Thank you. I am Charles
14 Brevik of Minot, North Dakota, and I appreciate the
15 opportunity this evening to voice support for the MX
16 Rail Garrison deployment at Minot Air Force Base on
17 behalf of myself and the Minot Association of
18 Builders.

19 The Draft EIS supports the fact that Minot
20 has the means to support the Rail Garrison
21 deployment. We have highly capable contractors. We
22 have willing workers. We have adequate housing. We
23 have adequate utilities, excellent school system.
24 The positive impacts of this program, the economics
25 of it would be a tremendous benefit to all of

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1 western North Dakota. Thank you.

2 COLONEL McSHANE: Thank you. Ardis Huss.

3 MS. HUSS: I defer to Mike Fedorchak.

4 MR. FEDORCHAK: Thank you, Ardie. My name

5 is Mike Fedorchak. I'm president of the General
6 David C. Jones Chapter of the Air Force Association.
7 I'm representing approximately 900 members of our
8 association and 100 businesses of Minot, as
9 community partners. With regard to the EIS
10 executive summary, page S-44, I quote. "Minot Air
11 Force Base, North Dakota. The Proposed and
12 Alternative Actions at Minot Air Force Base would
13 not result in significant impacts on any resources."
14 This therefore leads me to the conclusion that there
15 will be no adverse impact to socioeconomic,
16 utilities, transportation, land use, cultural,
17 biological, water, geology and soils, air quality
18 and noise within our area. Further, based on the
19 support documentation contained in the EIS draft,
20 Minot Air Force Base is a logical choice to be at
21 the top of the list for favorable consideration to
22 garrison the Peacekeeper missiles.

23 The EIS makes reference to President
24 Reagan establishing a bipartisan commission, called
25 the President's Commission on Strategic Forces, also

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1 referred to as the Scowcroft Commission. As stated
2 in the Scowcroft report, Soviet advantages in ICBM
3 capability -- may I correct that. As stated in the
4 Scowcroft report, and I quote, deployment of MX is
5 essential in order to remove the Soviet advantage in
6 ICBM capability and help deter the threat of
7 conventional or limited nuclear attacks on the
8 alliance. Such deployment is also necessary to
9 encourage the Soviets to move toward the more stable
10 regime of deployments and arms control, unquote.

11 Our Minuteman forces have been outstripped
12 by the Soviet's improvements in their land-based
13 ICBMs, and we cannot adequately hold them at risk.
14 Therefore, the primary purpose of United States'
15 ICBM modernization is to redress this growing
16 imbalance in prompt, hardened-target kill
17 capability, and to improve the deterrent value of
18 the land-based ICBM leg of the Triad. The Scowcroft
19 Commission reported, quote, abandoning Peacekeeper
20 deployment would jeopardize, not enhance, the
21 likelihood of reaching a stabilizing and equitable
22 agreement, unquote. Continued deployment beyond the
23 first 50 missiles in a basing mode acceptable to
24 Congress is essential to meet our immediate military
25 requirement, providing even further incentives for

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1 the Soviets to engage seriously in arms control
2 negotiations.

3 In conclusion, I feel that the gains in
4 United States' defense capability achieved in the
5 first half of this decade are being negated by
6 congressional indecisiveness and political
7 maneuvering that amount to playing Russian roulette
8 with our national security. These conditions cry
9 out for correction. The Peacekeeper Rail Garrison
10 system is a must, and I highly support the Minot Air
11 Force Base as the facility to garrison the
12 Peacekeeper missile forces. Thank you very much,
13 sir.

14 COLONEL McSHANE: Thank you. Ronald
15 Staff.

16 MR. STAFF: I defer to Al Hermodson.

17 MR. HERMODSON: Thank you. My name is Al
18 Hermodson.

19 I believe I'm speaking here tonight in an
20 effort to prevent a crime. I believe that the MX is
21 a crime under international law. In a 1900 landmark
22 case, the United States Supreme Court held that
23 international law is part and parcel of the
24 structure of federal law. International law
25 includes the law of war. Under the fourth Hague

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1 convention, no nation may use weapons which cause
2 unnecessary suffering to human beings. Second,
3 poison and poison weapons are flatly prohibited by
4 the Hague resolution, by the Geneva protocol of
5 1925, and by the U.S. Army Field Manual 27-10 on the
6 law of land warfare, 1956. The United States is
7 bound as a party to each of these. Additionally, a
8 nation may not adopt methods or tactics which fail
9 to distinguish between combatants and noncombatants.
10 Because of the inherent nature of nuclear weapons,
11 each of these rules prohibits their existence.

12 Now I want to put MX in a little bit of a
13 context and talk about what it is. It's a missile
14 weighing 100 tons, carrying ten independently-
15 targeted warheads. Each warhead is equal to 300
16 kilotons of TNT, and that equals 18 of the Hiroshima
17 atom bombs. With ten of those in each missile, each
18 MX carries 3 megatons, or 3 million tons, of TNT,
19 which is the equivalent of all the explosives and
20 bombs used in the Second World War. Therefore one
21 MX equals one Second World War.

22 The MX is -- has a range of over 5,000
23 miles and is accurate to 300 feet. That accuracy
24 makes it a first-strike weapon. It's designed to
25 strike hardened military sites like missile silos.

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1 And since there's no reason to hit an empty silo, we
2 must assume the MX is part of the United States'
3 first-strike nuclear war strategy. In addition to
4 being a first-strike weapon, the MX is inherently
5 destabilizing due to its multiple warheads and its
6 grouping basing mode. Deployment of the MX in any
7 basing mode will therefore decrease national
8 security because deployment increases the likelihood
9 of nuclear exchange.

10 Now, we have talked about, and we have
11 heard about, peace through strength and we need a
12 secure peace and we must be strong and we need all
13 this strength. But you have said tonight that we're
14 here to talk about survivability. Now, the
15 Congressional Budget Office, in November of '87,
16 said that under the worst case scenario, 3700 U.S.
17 nuclear weapons would survive a Soviet surprise
18 attack. And considering the fact that only a few of
19 those would obliterate the Soviet Union, probably
20 initiate nuclear winter and contaminate the entire
21 world to an uninhabitable state, I ask, what is
22 sufficient?

23 And to point out what we have today, I'm
24 going to do a little demonstration. In this bucket,
25 I'm going to drop a BB. This BB represents all of

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1 the Second World War, the destruction in the Second
2 World War. It, coincidentally, represents one MX
3 missile. I'll do that again. That's the Second
4 World War. Now, ladies and gentlemen, this is what
5 we possess today in nuclear weapons alone.

6 COLONEL MCSHANE: Time, sir.

7 MR. STAFF: I ask, how much is enough?
8 When do we have sufficient power?

9 COLONEL MCSHANE: Colonel Walsh.

10 LT. COLONEL WALSH: Yes, sir. First of
11 all, I would like to oppose your conclusion that
12 this is a first-strike weapon based upon the fact,
13 as you assert, that you only attack full silos, and,
14 of course, you would have to do that prior to the
15 Soviets launching any attack. I would submit to
16 you, sir, that first of all, if the Soviets did
17 launch an attack, they would not use all their
18 missiles. That would be a poor operational
19 decision. They would certainly hold some in
20 reserve. So, therefore, there will be silos with
21 missiles in them to attack.

22 Second, the Soviet method of launch allows
23 them to reload their silos, and the Soviets never
24 get rid of any of their missiles, so they could go
25 and reload their silos for another attack on the

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1 United States. So, therefore, even attacking empty
2 silos would make sense. Furthermore, it will be
3 necessary to go after the command structure or the
4 political structure and they will be in hardened
5 silos and we would need a weapon of this particular
6 nature in order to attack that. So it is not a
7 first-strike weapon, sir. First-strike is in the
8 intent on the person using it, and it is not the
9 intent of the United States to use it as
10 first-strike.

11 Now, I would also -- excuse me, sir. I
12 would also like to address your second suggestion
13 that we have more than sufficient warheads. This is
14 not a proposal tonight to build additional warheads.
15 This is a proposal to field a new weapon system.
16 And we need to field a new weapon system for two
17 reasons.

18 One is that much of our present arsenal is
19 of 1950 vintage, so therefore it does not have the
20 accuracy or the reliability that we would like, to
21 carry out the mission.

22 And second, as noted in my scoping meeting
23 speeches, we are concerned about the continued
24 vulnerability of the existing system, and so we are
25 proposing a more survivable system so we can

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1 continue having a reliable deterrence to the Soviet
2 Union. So we are not talking about adding
3 additional warheads. We're looking at a more
4 reliable way of delivering and a more survivable way
5 of containing them.

6 And furthermore, you should note that over
7 the last decade, there has been a dramatic decrease
8 in the number of warheads that the United States
9 has, and an even more dramatic decrease in the total
10 explosive power of what warheads we do have. Thank
11 you very much, sir.

12 MR. HERMODSON: Thank you for your
13 opinion, but I would argue that --

14 COLONEL MCSHANE: Mr. Hermodson, I'm
15 calling on Ronald Iverson at this time. You may
16 talk to Colonel Walsh after the meeting ends, if you
17 desire.

18 MR. IVERSON: I would like to give my time
19 to Leon Mallberg.

20 COLONEL MCSHANE: Thank you.

21 MR. MALLBERG: My name is Leon Mallberg.
22 I'm a candidate for governor in the state of North
23 Dakota. I wish to thank you for the opportunity to
24 speak this evening.

25 I would like to state my support for the

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1 Environmental Impact Statement and Peacekeeper Rail
2 Garrison weapons systems at Minot Air Force Base.
3 First and foremost, it is for the defense and
4 security of this state and nation. Only with a
5 strong and modern defense can we maintain the peace
6 and tranquility needed in these times. Second,
7 elements of the Environmental Impact Statement would
8 indicate that we are within acceptable limits,
9 manageable limits, even desirable limits. Third,
10 the region of influence is receptive and able to
11 accommodate the project.

12 There are other reasons I feel that one of
13 the locations should be at Minot, North Dakota.
14 First, the northerly location would make it ideal
15 for targeting flexibility. Second, inland locations
16 make it easier to defend from potential enemy
17 attack. Three, Minot's community support is the
18 best anywhere, and there has never been a single
19 demonstration or protest. Fourth, Minot is -- has
20 already mitigated Peacekeeper basing regrets,
21 including negotiation of options for land
22 acquisition to expand the size of Minot Air Force
23 Base and obtain the necessary rights and easements
24 to accommodate the system's requirements. Fifth,
25 Minot's rail network is sufficient to support the

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1 system's requirements and can easily be upgraded if
2 needed. Sixth, Minot has not benefited from a new
3 system such as the B-1B and should be in line to
4 move forward with the Air Force in its modernization
5 effort. Seventh, Minot recently lost the 5th
6 Fighter Interceptor Squadron, which had a severe
7 negative economic impact on North Dakota, and Minot
8 in particular.

9 From a secondary benefit point of view,
10 there will be a positive effect on the greater Minot
11 area. There will be jobs created to build and
12 maintain the Peacekeeper system. This will provide
13 a staying power for the businesses and towns of the
14 area.

15 We have come to accept the missiles in
16 this area, and some would say that they are a quiet,
17 comforting fact from the defensive posture they
18 represent. Many of us appreciate the good neighbors
19 that the U.S. Air Force has become. We also
20 appreciate your community involvement. I feel
21 strongly that Minot Air Force Base would be the best
22 location for the Peacekeeper Rail Garrison weapons
23 system. Basing the system here would be a positive
24 step for the United States Air Force, the city of
25 Minot, and for the security of the United States.

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1 I have one question. Have there been any
2 environmental restrictions by state and local law or
3 regulations as per page 4.0-2?

4 MAJOR VAN NESS: I'm a little confused
5 about how to answer this exactly. With regard to
6 environmental regulations that are supplementary to
7 meeting a specific statute, such as the Clean Air
8 Act, Clean Water Act, Resource Conservation Recovery
9 Act, and so forth, we intend to and will pledge to
10 you tonight that we will adhere to those regulations
11 and we will work with the State to comply with
12 those.

13 With regard to such things as nuclear free
14 zones, perhaps some land use restrictions, to the
15 extent we can, we try to accommodate those, but you
16 understand that when we have a situation where we
17 may have a conflict between national defense needs
18 and purely local concerns, that the way the
19 Constitution of the United States is designed, that
20 the supremacy clause mandates that the federal
21 interests take priority. So where we will try to
22 address those and take those into consideration in
23 our planning purposes, we may not specifically
24 respond to them. Is that responsive to your
25 question?

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1 MR. MALLBERG: Yes. I'm just asking if
2 there were any restrictions that you would note, and
3 there was a comment made on page 4.0.2 about the
4 potential restrictions of state and local laws or
5 regulations. I was just asking if you had incurred
6 anything that had been a deterrent.

7 MAJOR VAN NESS: You mean that would
8 discourage us from coming here as a result of that?

9 MR. MALLBERG: Yes.

10 MAJOR VAN NESS: None that I know of.

11 MR. MALLBERG: Thank you very much.

12 COLONEL MCSHANE: Thank you.

13 We will conclude the proceedings at this
14 time. Please remember that you have until 31 August
15 to submit written materials to be included in the
16 transcript of this hearing. Once again, oral and
17 written statements or comments will be afforded
18 equal weight.

19 Thank you. This public hearing is
20 adjourned at 10:04 P.M.

21 (Concluded at 10:04 P.M., the same day.)
22
23
24
25

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CERTIFICATE OF COURT REPORTER

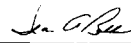
STATE OF NORTH DAKOTA)
COUNTY OF WARD) ss.

I, Sharon A. Bakken, a Registered
Professional Reporter,

DO HEREBY CERTIFY that I recorded in
shorthand (Stenotype) the foregoing proceedings had
and made of record in the above-entitled matter at
the time and place hereinbefore indicated.

I DO HEREBY FURTHER CERTIFY that the
foregoing and attached typewritten pages contain a
full, true, accurate and correct transcript of my
shorthand (Stenotype) notes, as they purport to
contain, then and there taken.

Dated at Minot, North Dakota, this 25th
day of August, 1988.


Sharon A. Bakken, RPR

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PUBLIC HEARING
PEACEKEEPER RAIL BARRISON PROGRAM
AUGUST 3, 1988
WARRENSBURG HIGH SCHOOL
WARRENSBURG, MISSOURI

CHAIRMAN: COL. MIKE McSHANE
PROJECT OFFICER: LT. COL. PETER WALSH
PANEL MEMBERS: MAJ. VAN NESS
LT. COL. EMMONS
MR. HICKMAN
MR. KRAMER

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1 provided in the handout.
2 I recognize that some people may wish to make
3 statements on defense policy, nuclear weapons, arms
4 control, and fiscal policy at this meeting.
5 however, such comments are best directed to your
6 congressman and senators. Please limit your
7 comments to environmental issues.
8 Please refrain from public demonstrations
9 either for or against statements made since this
10 merely subtracts from the time available for others
11 to make statements or ask questions.
12 Remember that each person should be given a
13 respectful hearing even if his or her own views
14 differ from your own.
15 We'll take a ten minute recess at this point.
16 Please be back here ready to go about three minutes
17 after eight.
18
19 (Recess taken.)
20 (Back on the record.)
21
22 COL. McSHANE: Everyone please have
23 a seat. Sounds like we're back on the air here.
24 We got a couple minutes late start there and
25 we have just had a little trouble with the

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1 microphone so we will be running until 10:10 just
2 to compensate for the ten minutes we lost here by
3 starting late and by microphone trouble.
4 What we're going to do first is call on the
5 elected officials who have indicated a desire to
6 speak.
7 Mayor Edward Densen.
8 I'm sorry, before you start, sir, let me have
9 Colonel Walsh introduce the other panel members so
10 everyone knows who is here.
11 MR. WALSH: On my immediate right is
12 Major Van Ness, he's a lawyer with the Air Force
13 assigned to the Air Force Regional Engineering. On
14 my far right is Lt. Col. Emons. He's assigned to
15 headquarters in the Strategic Air Command. He will
16 respond to questions on operations. On my
17 immediate left is Mr. Hickman. He's employed by
18 Tetra-Tech Corporation. Tetra-Tech was hired by
19 the Air Force to prepare this environmental impact
20 statement. Mr. Hickman will respond to questions
21 related to the effects on human resources. On my
22 far left is Doctor Kramer. He's also employed by
23 Tetra-Tech, and he will respond to questions on the
24 effects on physical resources. Thank you, sir.
25 COL. McSHANE: Thank you, Colonel

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Walsh.

During this question and answer and statement portion of the public hearing, I'm going to call out one name at a time and I would ask that you come up to the microphone which is situated here in the front of the room. Step up to the microphone and speak slowly and clearly, we want all present to be able to hear your question or statements and in addition it needs to be recorded for the record.

If you have any written statements that you want to leave with us put them there on the stage and microphones.

MAYOR DENMAN: Colonel Walsh, members of panel: I'm Edwin J. Denman, Mayor of the City of Clinton, Missouri.

(SPECTATORS INDICATED TROUBLE HEARING.)

MAYOR DENMAN: I'm Edwin Denman, Mayor of the City of Clinton, Missouri which is approximately 37 miles southeast or southwesterly from Whiteman Air Force Base. It's within the confines of the area currently served, currently supporting the 351st Strategic Missile Wing.

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Since the inception as a military facility engaged in securing the peace of our nation the State and surrounding communities it has provided a positive economic impact, thereby enhancing the growth of the area. Our residents have had full knowledge of the mission of the 351st and have peacefully co-existed with the deterring forces.

The City of Clinton and Henry County, Missouri have a vital interest in the future, not only for our domain, but the surrounding communities as well. In addition to the current mission of the 351st Strategic Missile Wing and its positive impact from expenditures by Air Force personnel and the future advanced technology bomber basing with its positive potential, we feel that the proposed Peacekeeper Missile Rail Garrison would be an added asset for the total community.

The military personnel have been and will continue as good neighbors. Not only that aspect has been considered, but we readily recognize it will be good for the economy of that has suffered tremendously over the past few years because of a sagging agricultural economy and decline in farming efforts. Expenditures brought about by basing the Rail Garrison in the area would have an affect on

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not only the communities contiguous to Whiteman Air Force Base, but to a wide area around it.

The Clinton City Council, on behalf of its constituents has gone on record in support of the proposed Rail Garrison basing at Whiteman Air Force Base as evidence by an adoption of a supporting resolution, and I will present a copy to the recorder.

Furthering that position similar action was taken on a position presented during a previous hearing on 7 April 1988. We're cognizant of the great contributions that military personnel make in the area, that they are readily accepted and encouraged to interact in community programs and efforts.

It is the considered opinion that through the present efforts of the Whiteman Area Steering Council, the increased activities that may be brought about by locating the Rail Garrison at Whiteman Air Force Base can be adequately, expeditiously and effectively dealt with to the positive benefit of all. We stand ready to do our part to absorb the problems well as the benefits.

In summary, the City of Clinton wholeheartedly support the concept of basing the Peacekeeper

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Missile Garrison as an additional mission for Whiteman Air Force Base. We will continue to strive to maintain cooperative and coordinated efforts of the military community to minimize the obstacles in this undertaking which will act as a catalyst to overcome our struggling with an already depressed agricultural economy.

In reiteration --

COL. McSHANE: Your time has run out.

MAYOR DENMAN: I was almost through.

COL. McSHANE: I'll give you a few seconds.

MAYOR DENMAN: In reiteration, the citizens of Clinton do actively support the efforts to designate Whiteman Air Force Base as a Peacekeeper Rail Garrison and give assurance of cooperation, coordination and open communications to this effort.

On behalf of the citizens of Clinton, I want to thank you for this opportunity.

COL. McSHANE: Mr. Ben Mangina.

MAYOR MANGINA: Col. McShane, Col. Walsh, members of panel: I am Ben Mangina, Mayor of the City of Windsor, Missouri, which is located

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1 fifteen miles south of the base.

2 Let the record show that the City of Windsor
3 fully supports the basing of the Peacekeeper Rail
4 Garrison System at Whiteman Air Force Base,
5 Missouri.

6 Our city, along with many of the other cities
7 near and around the base have for many years
8 supported the various military missions assigned to
9 the base. Its present responsibility of
10 maintaining and controlling 150 Minuteman II
11 missile sites is in every way compatible with
12 accepting an additional missile mission.

13 There are other reasons that are of a positive
14 nature for basing the Rail Garrison System on
15 Whiteman Air Force Base. It is centrally located
16 and readily accessible to the various modes of
17 transportation both east, west, north and south.
18 This is especially true of the network of rail
19 systems which would provide the multiple level of
20 opportunities of choice for deployment of the
21 Peacekeeper missile system.

22 The feasibility of adding this second rail
23 connector, addressed in the draft environmental
24 impact statement on page 4.11 dash 46, greatly
25 enhances the exit opportunities of the missile

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1 system from the base mode.

2 A further appraisal of these opportunities are
3 graphically portrayed on the National Rail Network
4 on page 4.1 dash 4, figure 4.1.2 dash 1.

5 No other base being considered for this mission
6 can match these exit opportunities.

7 I have reviewed the impact charts on pages 5-40,
8 41, figures 5-33 and found that in both the
9 Proposed and Alternative Action, with the exception
10 of the land use and biological resources, the
11 impacts on all other resources would not be
12 significant.

13 Many of the military personnel and their
14 families have, since the establishment of this
15 base, elected to reside in the City of Windsor and
16 the other communities surrounding this
17 installation. They have not only authorized --
18 only contributed service to this nation but also to
19 the cities in which they live. They have been a
20 definite asset to our cities.

21 And conversely, many of our citizens have been
22 afforded the opportunity of employment at this
23 installation thereby contributing to the economic
24 well being of this area.

25 The security of this nation is the

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1 responsibility of every citizen of these United
2 States, not just the military. It is in this
3 spirit of common bond of responsibility that --

4 COL. McSHANE: That's your time.

5 MR. MANGINA: One sentence.

6 COL. McSHANE: I'm sorry, we have
7 one 116, 120 people that want to talk.

8 MR. MANGINA: One sentence.

9 COL. McSHANE: I'm sorry.

10 Woodrow Kurth.

11 MR. KURTH: I am Woodrow Kurth.
12 Mayor of Concordia. We're only 17 miles north of
13 the base but were separated from the base by three
14 great draws and by the Blackwater River which
15 floods every time we have a sprinkle in
16 Warrensburg. Consequently, I'm not sure we have a
17 tremendous impact on the base, but we would -- as
18 citizens I would certainly like to support the
19 various efforts because I can see no additional
20 harm especially after viewing the presentation this
21 evening as adverse impact upon the area.

22 We already have the missiles within our area and
23 they been here for 25 years or longer. I don't know
24 that they have done any harm to anyone, and I will
25 certainly support the effort of the deployment of

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1 MX in the area because it has, as one speaker
2 previously indicated, it is centrally located, it
3 is located apart from any metropolitan, great
4 metropolitan area like Seattle or San Francisco
5 which would certainly be a target before those of
6 us who live in the City of Concordia.

7 So, I will certainly like to add my statement
8 together with the others and the people of
9 Concordia do support to the deployment of this
10 because ultimately that's the purpose of the United
11 States government not to feed the hungry and to
12 provide houses for everybody else --

13 COL. McSHANE: Folks, please.

14 MR. KURTH: That's the function of
15 the State. Thank you very much.

16 COL. McSHANE: Ray Maring, please.

17 MR. MARING: Gentlemen, my name is
18 Ray Maring, I'm Presiding Commissioner of Johnson
19 County, the county in which Whiteman's located.

20 The Johnson County Commission would like to go
21 on record in supporting the Rail Garrison
22 Peacekeeper network designation of Whiteman Air
23 Force Base as one of the deployment bases for the
24 Peacekeeper Rail Garrison System.

25 Logistics have always depended on strategic

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1 locations. Whiteman Air Force Base is located
2 centrally in the United States, therefore, its
3 accessibility to points throughout the country
4 should be considered as a positive factor.

5 The citizens of Johnson County have lived up
6 among Minuteman missile bases for years and are
7 very aware of the importance of a strong military
8 defense. Johnson Countians have always supported
9 Whiteman Air Force Base basic missions, have
10 welcomed the base personnel into its community.
11 Many military families have returned to lived in
12 Johnson County after discharge. Businesses and
13 local communities continue to welcome the added
14 economy the base generates.

15 In conclusion, Johnson County views the
16 deployment of Whiteman Air Force Base and the
17 Peacekeeper Rail Garrison Network as a very
18 positive situation for the United States
19 government, Johnson and surrounding counties.

20 This is signed by the Johnson County Commission,
21 Ray Haring Presiding Commissioner, Glen Goodwin,
22 Western Commissioner, Leland Stewart, Eastern
23 Commissioner.

24 Thank you.

25 COL. McSHANE: Thank you.

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1 William Brane.

2 MR. BRANE: I'm sorry, I did not
3 have a prepared statement, but I'm Bill Brane,
4 Mayor Protem for the City of Warrensburg.

5 I am also on the Whiteman Area Steering
6 Council. I'm a thirty year resident of this area.
7 I'm a veteran of World War II and recognize the
8 importance of a strong defense.

9 I have lived in Warrensburg in comfort of
10 knowing we are well defended, and I see no major
11 impact that will cause a problem with the rail base
12 missile here in this area. I look forward as a
13 resident to cooperate with Whiteman in this
14 installation.

15 COL. McSHANE: Thank you.

16 Thomas King.

17 MR. KING: I'm a native of Johnson
18 County, Missouri, presently living in Warrensburg
19 and I'm --

20 COL. McSHANE: Speak a little
21 closer.

22 MR. KING: I'm a native of Johnson
23 County, name is Thomas King I'm serving as the
24 county surveyor of Johnson County.

25 At the time since the base was built in 1942 I

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1 have been impressed with the professional manner in
2 which those stationed there have carried out their
3 mission for defense. And have felt comfortable
4 with the way it's been handled and do not know of
5 any problems that have resulted in deployment of
6 the Minuteman missiles over our area. I feel that
7 the addition of approximately half a section of
8 land to the Peacekeeper Rail Garrison would be an
9 asset to the area and strongly support this measure
10 coming to our community.

11 COL. McSHANE: Thank you.

12 The balance of these cards are from individuals
13 who did not indicate they were elected officials or
14 holding any office. They have been shuffled by the
15 public affairs folks that collected them. I've
16 shuffled them myself and they are in totally random
17 order.

18 LeRoy Krider, please?

19 LEROY KRIDER: LeRoy Krider,
20 Executive Director of Kaysinger Basin Regional
21 Planning Commission in Clinton, Missouri, and I
22 represent a body of elected officials and citizens
23 representing seven counties in an area south known
24 as Casor (phoenetic) Basin. We live within the
25 area of 70 missile sites and so far we haven't had

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1 any problems from any of the transportation of the
2 missiles to our area.

3 I want to address this evening what I hope to be
4 the environmental impact statement.

5 The statistical impact. What I did, I went
6 through these and looked at some of the areas of
7 statistical impact of the rail garrison would not
8 present a different picture from what exists at the
9 present time except the new spur rail that would be
10 through a sparsely populated area, slightly
11 affecting a few households.

12 Noise level would not increase on the main line
13 rail. The frequency would be a use normally that
14 exists at this particular time. In fact, the Katy
15 Rail, I would be addressing this at this time,
16 would be decreasing somewhat in service so the rail
17 missile would not increase existing traffic.

18 The spur would create new impacted persons
19 but -- as it would be going close to some areas
20 that are not presently affected by the spur. I
21 called an archeological surveyor that had formally
22 resided in Clinton, he indicated to me that the
23 general area had been surveyed. Just in general,
24 not in specific. And he knew of no archeologically
25 significant sites. There are minor sites, but none

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of archeological significance.

I spoke with four Missouri conservation specialists that gave the following information, and I will supply this on documentation in writing if you want. I can also give their names. Some affected wildlife were found in the general area, for example, blacktail jack rabbits is considered State rare but not nationally rare.

There are some remnants of the population over the vicinity, however, the railroad right-of-way as far as the statistics are concerned, would be considered as excellent habitat for those particular species and probably would enhance their existence in this area.

There is the prairie chicken ground on the southeast corner Whiteman Air Force base, however, the spring survey was done and there was no indication that this ground was still being used by the prairie chickens. That doesn't mean they wouldn't come back, but they're not presently being used at this time.

Again, the conservation agent indicated that the railroad right-of-way would be an excellent site for habitat for the prairie chickens as well as the rabbits.

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As a result of the conservation computer search nothing was found that indicated any natural prairie plant remnants that were still in this particular area.

The spur rail was to pass through natural timber stands, the standing dead trees may be some coincidence of summer colonies of gray bats; they know of no incident, no reported sightings of any colonies in this area.

COL. McSHANE: Time, Mr. Krider.

MR. KRIDER: Thank you. I will send in a prepared statement later.

COL. McSHANE: Thank you.

Lorraine Crouch. I'm sorry?

VOICE: Someone went to go get her.

COL. McSHANE: I will come back to her after the next speaker.

Eric Wilbur?

MR. WILBUR: I don't have a prepared statement or anything. I think that as you can see around the wall you see a lot of signs and hear people talking. A lot of people have come up said they supported this. As you can see on the wall there's people that don't support it. I think part of this process is to raise the consciousness

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of America and allows -- We can do this here in America, there's many places in the world that you can't do this. So I challenge each one of you to, you know, raise the consciousness of other folks, and, you know, take part in America and this is what this is all about.

I do have one question. We do have the B-2 coming here in the area of Whiteman. I'm wondering, you know, as a contract for that did the EIS -- have they considered that as far as the utilities, the road work and things, the network, the substructure? Have we considered that in, you know, is there any impact or what can we expect?

Col. Walsh.

MR. WALSH: Since the decision has already been made to deploy the B-2 bomber at Whiteman Air Force Base, it was considered in the section entitled "the existing future baseline."

What we were projecting as existing future baseline incorporated the B-2 mission. Therefore, this mission, the apex of it was superimposed on those of the B-2 and normal growth of the area.

MR. WILBUR: Thank you, sir.

COL. McSHANE: Thank you. Is Lorraine Crouch here?

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MS. CROUCH: One procedural question I would like to address to you that I don't want you to answer now, you can put it in the environmental impact statement: The scope of the EIS is too narrow. The environmental impact of this proposal would not be limited to the immediate physical environment surrounding Whiteman Air Force Base. Give consideration to the public's concerns about safety, national defense, economic impact, et cetera on national scale.

And excuse me, this is a public hearing.

I would like for everyone here to think about how you will feel when you see these railroad cars rolled out. They are going to be very obvious. You're going to be able to tell them from the commercial cars, because they are going to be so large.

The average size of a commercial car is 51 foot and the MX missile is 71 feet long. There's no way they are going to be able to fool you by telling you, oh, it is a commercial car. You're going to be able to tell the difference, and then they're going to be running dummy trains occasionally to test the system out. But you're not going to know when it's a dummy train or it's going to be the

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1 real thing.
2 When you see these trains rolling out and going
3 around the country side through your cities and
4 towns, are you going to be sitting there wondering
5 if it is the real thing? Have we, as it appears, a
6 security alert or is it just a training session?
7 Think of the fear you're going to be feeling when
8 you see those trains going down the tracks. That's
9 all I want to leave you with.

10 COL. McSHANE: Thank you.

11 Phillip McNally.

12 MR. McNALLY: My name is Phillip
13 McNally. I came here from Springfield, Missouri
14 this afternoon. I'm just a private citizen. I
15 would like to begin with a procedural question. In
16 fact I'm going to repeat something that I asked
17 Col. Walsh about in April when I was here before.
18 That is the lack of availability of these hearings.

19 There are people here from St. Louis, there are
20 people here from Springfield and many of us left
21 work today, took time off to get here. You have
22 one hundred sixteen people that want to testify. I
23 personally tell you we could have doubled our
24 numbers had it not been a work day, and we had to
25 leave at two or three in the afternoon to get off.

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1 Many people could not come.

2 I would like to ask you, as I did once before,
3 to please allow for more hearings and in more
4 places. This is not just a concern to simply
5 Whiteman Air Force Base and surrounding
6 environments. We're very happy that Clinton and
7 Concordia and all are very happy to have the
8 missile, that's good for them, they're going to get
9 a little welfare ride from defense system.

10 But, there are other parts of this State where
11 these things could conceivably be rolling through.
12 We know the rail net runs through Springfield. So
13 it's only fair that we would have public access to
14 these kind of hearings.

15 (APPLAUSE)

16 I want to make one practical comment here, not
17 that that wasn't practical enough.

18 The DEIS, as I have had limited time to take a
19 look at it, but the DEIS as I saw it did not
20 address any economic impacts in a tourist state
21 that may go on as a result of what you called
22 significant economic impacts.

23 I don't want you to answer this now but I would
24 like for that to be addressed in the environmental
25 impact statement at the end result, but you have

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1 not really considered the economic impacts that
2 might result from the following of various
3 environments in the area.

4 Finally, I will probably running out of time
5 but I do want to mention I find the whole prospect
6 of your outlining or considering outside the
7 category of consideration, the prospect of the use
8 of these weapons.

9 I know you're hearing that old logic, we build
10 these not to use them. I am for a strong defense,
11 but the use of these weapons in the situation that
12 you have set them up is very destabilizing and
13 frightening to me. I don't feel that it makes for
14 a valid environment impact statement if you have
15 not included the possibility of some kind of use of
16 the weapon or use of weapons against the weapon.

17 COL. McSHANE: Time.

18 MR. McNALLY: Thank you.

19 COL. McSHANE: Susan Rieger.

20 VOICE: She had to leave and yields
21 her time to Mike Nagar (phoenetic).

22 COL. McSHANE: Is she here?

23 VOICE: She just walked out the
24 door; she had to go to work.

25 COL. McSHANE: I call Eva Myers.

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1 MS. MYERS: Col. McShane, Col.

2 Walsh, panel. I'm Eva Myers from Sedalia, Missouri.
3 I'm with the Chamber of Commerce and Military
4 Affairs Committee. I speak as an individual.

5 I was privileged to last year be briefed on
6 Peacekeeper. I am very much in favor of it. I
7 think that it's well worth the small risk involved.

8 I think that we need a great national defense,
9 and I think that we're well on our way to getting
10 that. I want us to be the best in the world. The
11 Peacekeeper can help us, and I'm not afraid of
12 Peacekeeper. I'm afraid of not being defended. I
13 want to be defended. And I'm very proud of
14 Whiteman Air Force base for being here.

15 Thank you.

16 COL. McSHANE: Thank you.

17 VOICE: Is it against the rules
18 to -- (Inaudible)

19 COL. McSHANE: No, it is not, but
20 the person who was to speak needs to be here when
21 they are called. That was communicated to Mr.
22 Lombardi earlier today.

23 Michael Carmen.

24 MR. CARMEN: I'd like to yield
25 mine. Is Mike Wolf here? Mike Wolf, are you here?

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COL. McSHANE: Mr. Wolf.

MR. CARMEN: I'm a resident of Warrensburg by the way.

MR. WOLF: Col. McShane, I appreciate the courtesy for my travel schedule.

I'm Mike Wolf. I'm the Democratic candidate for Attorney General for Missouri.

I have come across the State yesterday on the ANTRAK system, and I would invite you members of Air Force to go back when you are on your way out of Warrensburg to take the train to St. Louis. I think it's an interesting experience. And I mean that in terms of the analysis that you did of the rail safety system in this State. It may be that we have all this data from the Federal Rail Administration, I'm not perfectly familiar with them, but I'm not sure they apply just to the -- some of the track that you're talking about.

I think the second area of concern is that as far as Johnson County is concerned, you can probably say that there really isn't much of an impact. I think as far as the Air Force is concerned you ought to be concerned that Johnson County doesn't secede from the Union, if it does it is going to be about the third largest nuclear

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power.

The impact may not be that significant, when you talk about running it through our State on a fairly inadequate rail system it may very well be appropriate for you to consider.

I know you, Colonel, and it is a pleasure to call you Colonel, but this is not in your balliwick. I think it would merit the Air Force's consideration to talk to people and have these hearings in cities other than the immediately affected vicinity, because I think there's other parts along our rail system that are equal affected.

I thank you very much for your courtesy.

COL. McSHANE: Thank you.

(APPLAUSE)

COL. McSHANE: Mike Langworthy?

MR. LANGWORTHY: I would like to yield to Greg Lombardi.

MR. LOMBARDI: My name is Greg Lombardi. I'm a member of the Kansas City Nuclear Weapons Coalition. I would like to address a few issues in regards to rail safety not adequately addressed in the draft environmental impact statement.

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COL. McSHANE: Mr. Lombardi, please turn the microphone back around and address your comments back to me like I indicated at the beginning. The recorder has to get this. There are speakers for the public to hear.

MR. LOMBARDI: Your Honor, there are serious problems with rail safety not addressed by the Air Force. The Air Force says that there is no substantial increased risk of rail accident due to the MX rail garrison. There's several reason why this is not true, Your Honor.

They spring from the fact the Air Force pushed this MX missile through Congress before they really had a basing mode plan for it. What's happened is they have created a two hundred thousand pound white elephant that just won't go anywhere. This is the 37th idea the Air Force has come up with for basing the MX missile. It's the first one that seriously puts the civilian population at risk. This is largely due to rail safety problems.

First, I would like to point out that the average freight car is 51 feet in length.

Again, if the panel does have comments on this I would like to have them addressed.

MR. WALSH: If you would like us to

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make a comment we would like to see the drawings, you are suppose to be addressing them to us.

MR. LOMBARDI: The model environmental impact statement -- I guarantee you a chart will be provided.

The average freight car is 51 feet in length, the MX missile is 71 feet in length. The average freight car unloaded weighs approximately 62 thousand pounds and its maximum load is between ninety and one hundred thousand pounds.

An MX missile weighs 15 thousand pounds, 195 thousand pounds. That's more than twice the maximum capacity of an average rail car.

The Air Force has not addressed this in the environmental impact statement.

Then the length is incredible, it's 71 foot and clearly will not fit in the average rail car. What this means is the MX must go on the MX rail car.

The Air Force has told us tonight the MX rail car would be approximately 89 foot in length that's --

MR. WALSH: Could I see the chart, please?

MR. LOMBARDI: You will be able to see it in my written comment.

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1 MR. WALSH: I would like to respond
2 to it, please.

3 MR. LOMBARDI: You're not being
4 asked to respond to it.

5 This is absolutely off because the Air Force now
6 says it's going to be 89 foot in length. But as
7 such would still be the longest car on the track.
8 Once more, it will weigh substantially more than
9 any other rail car on the tracks. We do not know
10 what the unloaded weight of the MX rail car would
11 be and that's something that was not addressed in
12 the draft environmental impact statement and should
13 be addressed but --

14 COL. McSHANE: Time.

15 MR. LOMBARDI: I have additional
16 comments to make.

17 (APPLAUSE)

18 COL. McSHANE: I told you earlier
19 not to use the time for expressions of approval or
20 disapproval the clock is running.

21 MR. WALSH: May I make a comment
22 there on the information incorporated into a
23 question?

24 COL. McSHANE: I think there are
25 some comments which would be appropriate to the

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1 discussions. I think Mr. Lombardi is going to
2 speak some more about that. When he finishes that
3 I will give you an opportunity to talk about it.

4 Scott Wittstruck.

5 MR. WITTSTRUCK: Your Honor, my
6 name is Scott Wittstruck. I'm a concerned citizen
7 from Columbia, Missouri. I would like to present a
8 few comments concerning the psychological and
9 medical impacts of the MX rail garrison not
10 addressed in the DEIS.

11 I first became aware of nuclear weapons only six
12 years ago. In 1982 my English teacher attempted to
13 explain to the Fifth grade class the concept of the
14 nuclear clock. He told us nuclear war would be
15 inevitable when the clock reached midnight, and in
16 1982 we had little chance of surviving nuclear war.

17 He told us if the clock moved over five minutes
18 to midnight that we would all die in nuclear war in
19 five years, which would have been 1987. Needless
20 to say I was terrified.

21 I became obsessed with the belief I would never
22 live to finish my education or graduate from high
23 school. My fear of nuclear weapons grew as I read
24 about Hiroshima and Nagasaki. I saw movies such as
25 Doctor Strangelove and The Day After.

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1 As 1987 became history my obsession didn't
2 diminish. My fear of nuclear war didn't diminish.
3 Not any uncommon feeling among the youth of
4 America.

5 Although some young people choose to ignore the
6 problem or choose to do nothing to solve the
7 problem, the fear is there. We do not agree with
8 Pete Townsend who wrote, I hope I die before I get
9 old. I want to live to become an adult.

10 Children are the future of the human race. The
11 world we will inherit is not a happy one, however,
12 the ozone layer is crumbling, our land is terribly
13 polluted, our natural resources are dwindling and
14 the U.S. national debt is unbelievable.

15 However, the problem that is worse than all the
16 others is the arms race. We deserve a world in
17 which we can live.

18 People suggest we should not fear nuclear
19 weapons because they will never be used, if that
20 were true then the U.S. government is simply
21 wasting tax dollars, money which could be used much
22 more positive and efficient ways.

23 People suggest nuclear weapons provide a
24 deterrent against war. The nuclear weapons are not
25 built to keep the peace, nuclear weapons are built

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1 for one sole purpose, genocide.

2 The government can attempt to convince people
3 that the MX Peacekeeper missile put on railroad
4 trains that accidents will be kept minimal with
5 minimal chance to derail and there is no sensible
6 minimal level of actions when dealing with nuclear
7 weapons. Before the decision is made, before you
8 decide whether to follow through with the plan to
9 mount MX missiles on railroad trains, I implore you
10 to please consider the future of the race. Think
11 twice about the children.

12 Thank you.

14 COL. McSHANE: John Klotz.

15 MR. KLOTZ: I just wanted to be
16 short. I'm from Kansas City. I am a concerned
17 citizen. I wanted to be sure the environmental --
18 I wanted to be sure the environmental
19 considerations that went into the declaration of
20 nuclear weapons along with other weapons, certain
21 other weapons, as being illegal in terms of
22 international law and some of the treaties of the
23 United States and, therefore, the Constitution
24 being considered. I'm sure that environmental
25 concerns are major concerns in the international

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bodies and in the Congress of the United States.

COL. McSHANE: Thank you.

Thomas Fitzpatrick.

MR. FITZPATRICK: Col. McShane.

Col. Walsh, welcome back. I'm Tom Fitzpatrick, a Warrensburg resident by choice. I support the basing of the Rail Garrison here in Warrensburg and Johnson County.

I appreciate the comments of the younger people, the older people, the people who are against the basing system here, but I think that fears are groundless, and I just wanted to publicly state that as a private citizen on behalf myself and my family I think that we can certainly accommodate the Air Force people and the system here in Warrensburg.

Col. Walsh, I have one question for you, sir, would you please describe the length and the weight of the rail car for the carrying of the missile?

MR. WALSH: Sir, the length of the of the rail car -- Am I coming through?

VOICES: No.

MR. WALSH: The length of the rail car would be approximately 89 feet long, 17 feet high and approximately 10 feet wide. In appearance

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and size it will be very similar to a high cube car which you see very frequently on the track for a triple deck car carrier.

As far as weight is concerned, it will be slightly unusual, but there are many railroad cars on the railroad tracks that are of this weight. There are commercial trains for cars currently moving over the rail system. We have done a very detailed analysis of the rail track of the -- working with the various rail companies as well as with the national -- the Federal Railway Administration. We have determined that of the available track over 120 thousand miles of it would be available to the Peacekeeper Rail Garrison System.

COL. McSHANE: Greg Lombardi.

MR. LOMBARDI: Just a few more comments here, Your Honor.

Again, what the MX rail car may weigh, again, we don't know because the Air Force hasn't told us. That the weight unloaded may be as much as 200 thousand pounds. We don't know that. The total weight of the rail car may range anywhere, again, we don't know because the Air Force hasn't told us, from 450 thousand to 600 thousand pounds. That's

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more than a half a million pounds.

The idea that this is safe on America's rail lines which are quickly going into disrepair is just not right.

The Air Force's assumption these rail cars will be as safe as normal commercial rail cars is just -- it is unbelievable. The problems include again, here we have what's an MX rail car approximation compared with the average rail car. Problems include potential rail or tie failure because of the incredible weight of this rail car.

Second, this rail car is going to have a very high center of gravity. First time these rail cars are going to be 17 feet high, the normal rail car is approximately 12 feet high. Lt. Col. Walsh says this is going to be like an exposed triple deck car that's used for transporting automobiles. But those cars can carry a much much lighter weight than the MX rail car is expected to carry, probably half the weight. Again, we don't know because the Air Force hasn't provided us with statistics. I hope they do in the final SIS.

The high center of gravity will lead to excessive rock because the great weight of this will make accidents highly probable.

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Another fault is just simply going around curves because of the great weight. Another thing is that these cars are being easily identifiable by anyone who want to sabotage them for several reasons. Again, they'll be the biggest, the longest cars on the tracks. Be the only car on the track that is not open bedded. They will be a covered car and will also have at least eight axles. No other car on the road at that length will have that many axles. Anybody that wants to sabotage the MX rail car, all they have to do is look for the 89 foot car with eight axles. It's like it will almost be written on the side and should be extremely easy to sabotage these.

For those reasons, and because the consequences of a rail accident, if one of these has an accident, even if the warhead does not explode, even if it's just the that fuel that goes off, a one thousand foot radius around the rail car would be flattened.

The Air Force says that all life structures in that area would be in total collapse. I assume the Air Force means that to include human beings. Also, this would spray hydrochloric and nitric acid in potentially lethal doses. This was what the SIS

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25

1 itself says.

2 COL. McSHANE: Time. Mr. Lombardi.
3 Robert Landeue.

4 MR. LANDEUE: I appreciate the
5 opportunity to speak. I'm Robert Landeue, a
6 Catholic Priest and native of Southern Missouri,
7 rural southeast Missouri. I live down southwest
8 Missouri getting ready to move to another area.
9 But I guess I want to ask in the whole environment,
10 the life of all the planet, no one has ever asked
11 whether down range 42 hundred nautical miles what
12 the environmental impact will be on life on the
13 planet.

14 Doctor Carl Sagen an associate scientist said
15 one hundred megatons exploded somewhere on the
16 earth within a relatively short time could begin to
17 be the threshold that causes the nuclear winter
18 which would undo and do damage to our life support
19 system on the planet.

20 In Whiteman Air Force Base, there's about 120
21 megatons ready to go. Fifty launch control filled
22 with at least two officers are ready to launch that
23 tonight as we sit here. So looking at the long
24 range, and maybe my training has caused me to think
25 that way. I think of, you know, what we're

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1 threatening to do. My church has said to me, to my
2 bishops that that is morally wrong to threaten the
3 life of other human beings, and we're doing that.
4 We, meaning all of us taxpayers, those who do pay
5 or don't pay, we're threatening to do that to the
6 life of mother earth.

7 I'm a Missourian, I love the soil, I'm from it.
8 I'm thinking of the extra acres that Whiteman Air
9 Force Base would have to take. It's produced life
10 from the creating hand of God, and we're ready to
11 plant death there or threatening death.

12 Whiteman has 150 holes in mother earth within a
13 few square miles of where we're meeting. 1.2
14 megatons sit on most of those missiles; there's
15 eight of them and some little low trajectory
16 satellites in case command can't get through some
17 other way they'll be able to direct those missiles
18 to bring death.

19 Gentlemen, were threatening to do that all the
20 time. It violates something deep inside of me and
21 just violates something about the life of this
22 beautiful planet. We have to end the insanity of
23 death dealing and allow mother earth to give life
24 again.

25 I saw a baby in this room, to me that child is

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1 the greatest sign of hope I see or hear in this
2 room. Thank you.

3 (APPLAUSE.)

4 COL. McSHANE: Lynn Harmon.

5 MR. HARMON: Good evening
6 gentlemen. I'm Lynn Harmon, President of Citizens
7 Bank of Warrensburg, Missouri.

8 I've been a resident of Warrensburg since 1949.
9 The presence of Whiteman Air Force Base has always
10 been a part of my life. While the military
11 operations at Whiteman Air Force Base have changed
12 over the years it has always supplied employment
13 and stability to the Warrensburg, Johnson County
14 economy.

15 I wholeheartedly endorse the additional military
16 activity connected with the Peacekeeper Rail
17 Garrison Program. The economic impact of
18 Peacekeeper Rail Garrison Program and the
19 additional diversification of people coming from
20 various parts of the United States to serve the new
21 mission would be a benefit to Warrensburg, Johnson
22 County and the surrounding area. Thank you.

23 COL. McSHANE: Amy Coffman.

24 MS. COFFMAN: I'm just a concerned
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1 citizen from Springfield, Missouri. I'm a
2 concerned citizen from Springfield, Missouri. I
3 would like to address the lady who said she felt
4 secure by knowing the missiles were going to be
5 around. I just want to say, my father is a retired
6 Colonel in the Army. I lived on many, many bases,
7 and I want to say I never once felt secure, but I
8 felt threatened by a war at all times.

9 My testimony concerns the inadequacy of the
10 draft environmental impact statement, and I don't
11 believe that three minutes is enough time to give
12 everybody enough time to convey pro or con to the
13 missile.

14 I would also like to communicate two of my
15 personal statements concerning the MX. One,
16 nuclear weapons, including the MX, are a self
17 fulfilling prophecy. Just think about it. You're
18 asking for -- we are asking for death.

19 Two, there are no jobs in the nuclear war. I
20 mean, you're concerned about the jobs but after the
21 war there are no jobs. And in the words of a
22 musician, Tracy Chapman, I would voice the common
23 question to all the people here, why are the
24 missiles called Peacekeepers when their aim is to
25 kill?

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(APPLAUSE.)

COL. McSHANE: Miss Coffman, you may of course address written comments if you didn't feel three minutes was sufficient.

Laura Bogue.

MS. BOGUE: I would like to thank everybody for the opportunity to speak tonight. I would like to state first my objections to some procedural issues.

I do feel like the scope of the environmental impact study that the Air Force is conducting is too narrow. I think if we're going to consider the impact that this proposal would have on this area we have to look further than simply the physical close by surrounding impact it has. I believe that we need to spread out to whole route of the trains that pass through, also consider the impact of a nuclear war. That is what we are talking about, nuclear weapons, they are meant to kill.

I am very nearly speechless, but not quite speechless, in the face of the grand assurances I get from the DEIS that accidents are impossible.

The evidence that you are gathering imperial as it may be seem to rule out anything that we haven't seen before. We haven't seen a derailment of a

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rail car such as the MX rail garrison would provide in our neighborhood and communities. There is no imperial evidence to support what the impact of any kind of accident whether it be a derailment, whether it be operator problems, whether it be sabotage. There is no imperial evidence short of an accident.

If you are waiting for that kind of evidence in order to make a finding on that evidence, you will be too late. You have to decide these issues before the fact it's the only way possible. There is no way to try this out and put back if there is no accident. That is not possible.

I would like to point to a couple of incidents. I don't know how only have the vague details of them. I would wonder if the accidents that occurred, for example, the fuel plant in Nevada exploding was that provided for? Was there a contingency plan? Was there imperial evidence to support the possibility of that accident occurring before the fact? I would suggest that there wasn't.

The Titan Two explosion in Arkansas, was that predictable by you gentlemen by the environmental impact sitting or whatever sitting went on before

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that method was put into use?

I would say that we have to use little bit of imagination. I don't think that we can stand by and say it hasn't happened yet because it only takes once for it to be a catastrophe. And that's what we're worried about. We don't want to live with this kind of fear. The economic impacts of that kind of fear can be as damaging as an accident can be. People perceive this system to be dangerous. People live in fear that you are hiding their weapons behind their backs in their midst. That's environmental impact, a mental impact that can boil down to being an economic impact. Can this system for predicting environmental impact come up with that? I think not.

I think your draft environmental impact statement is inadequate in that respect, and I will ask for to you examine it in the next statement. Thank you very much.

COL. McSHANE: Thank you.

Col. Walsh, did you have a response to that?

MR. WALSH: In response to your question, ma'am, the Air Force did not assume that there could not be an accident involving the Peacekeeper train. In fact in our analysis we

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identified first of all the possibility of normal rail accidents, and we identified the normal over the life of system there could be up to three fatalities, sixteen incapacitations. We also did analysis of what the types of forces that were developed, the various types of accidents would be that would cause a missile or missile propellant to ignite and then we looked at the types of accidents that would create such a force and using that analysis we had a prediction on the types and the extent of the --

MS. BOGUE: Excuse me.

MR. WALSH: Excuse me. Will you listen to your question, I'm answering your question.

COL. McSHANE: You asked the question, ma'am.

MS. BOGUE: I didn't --

MR. WALSH: We identified what the --

MS. BOGUE: (Not audible.)

COL. McSHANE: Answer the question.

MR. WALSH: We identified the full extent and consequences.

(COMMOTION)

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COL. McSHANE: Sit down, please. I recognize Col. Walsh.

(COMMOTION)

MS. BOGUE: I would rather have the questions, quite frankly, be addressed by the EIS. I believe that this is the time we need to express our concerns. Thank you.

COL. McSHANE: The lady asked a question which was capable of an answer here and Col. Walsh was in the process of providing that answer. This is a question and answer session as well as an opportunity to make statements. The question was asked, it was a legitimate question which is capable of being answered and it was in the process of being answered.

Col. Walsh, you may finish your answer.

(COMMOTION)

COL. McSHANE: Folks. Sit down, please.

(COMMOTION)

VOICE: I'm media. Are you going to be providing extra time to the audience for the time that Lt. Col. Walsh would be speaking to provide the --

(APPLAUSE)

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(UNABLE TO HEAR.)

COL. McSHANE: The hearing will end at 10:10 p.m. as scheduled.

Folks, I have not recognized anyone at this point except Col. Walsh.

VOICE: I don't recognize your jurisdiction over civilians.)

(APPLAUSE.)

COL. McSHANE: Folks, I'm trying to conduct a national environmental -- national policy act hearing. My charter is to run an orderly hearing.

Col. Walsh, finish your answer, please.

MR. WALSH: In summary, the analysis you asked for was concluded in secret session. Thank you.

COL. McSHANE: Thank you, Col. Walsh. Karen Prins.

MS. PRINS: I don't ask for a statement or any answer to mine.

COL. McSHANE: Ma'am, keep that microphone directly toward your mouth. The middle one, okay?

MS. PRINS: I'm not asking for any answers to what I have to say.

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At this point what I would like is to have this concluded with the EIS. Why has the Air Force restricted it's investigation of environmental impact issues to only the area immediately surrounding the proposed base, specifically here at Whiteman Air Force base? The hundreds of thousands of people along the track route do not count? Is there health and safety not a concern? Is that why there are no hearings in any areas except at the proposed sites?

The report with the charts and figures containing equations, ratios and percentages was impressive to some, but where is the human element in all this?

Your report does not address the issue of human fallibility, human error, carelessness, momentary thoughtlessness, great disregard for the sanctity of life. Whatever motivates or influences the people who operates the proposed system? These are human values and are intangible, but nevertheless are highly relevant to the issue of environmental impact study.

The proposed system, there's never been a system of any sort developed and put into operation which did not experience serious flaws in mechanical or

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technical failures. On paper and in theory and in report made it all sound very fine that there's less than one percent chance, perhaps, one person going into a "mishap". This is absolutely impossible.

According to your map, figure 4.2, 4.1.2-1 labeled "potential routes for unusual Peacekeeper rail garrison deployment," MX trains will be passing through or outside of such major metropolitan areas of Kansas City, St. Louis, Chicago, Dallas, Denver, Memphis, Detroit and many more.

This traffic increases so does the likelihood of human error and an accident. In your estimation analysis, what number of people would constitute the reasonable amount as expendable in an accident in order to implement this system?

The drop barely touches on the environmental impact should an MX train have an accident in a relatively isolated area. Furthermore, the report fails to examine impacts if such an accident should it occur in or near a vast metropolitan city with millions of people.

The Air Force needs to -- ignores the fact that this system will leave the base and when it does

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1 where will it go. Now far are we willing to go as
2 a nation in putting our own citizens at such high
3 risk in supposedly defending ourselves against the
4 Soviets?

35 5 Why does the draft not examine and prepared
6 comparative study of the more than 30 basing modes?
7 Why have you considered the one hundred MX missiles
8 an alternative when Congress has specifically
9 mandated fifty missiles? This not a proper
10 alternative.

11 COL. McSHANE: Time.

35 12 MS. PRINS: Why have you not
13 considered the No Action Alternative? Why do --

14 COL. McSHANE: Time.

15 MS. PRINS: Thank you.

16 Kimberly Massey.

17 MS. MASSEY: My name is Kimberly
18 Massey. I am from Springfield, Missouri. I'm here
19 to speak on behalf of myself and my future grand
20 children.

21 I would like to address the security issue.
22 With a system as powerful as this around there will
23 have to be stepped up securities action. I would
24 like to address my questions to the EIS and have
25 them answered in that.

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36 1 I would like to know how many people will be
2 employed to maintain security. Will trained
3 securities personnel have the right to detain and
4 search anybody approaching the track as they do at
5 the Air Force installations? This will affect --
6 the security will affect you, the mayors of
7 surrounding counties here, because your mayors and
8 public officials will give you no extra power here.

37 9 The security measures may affect you when you're
10 going hunting such as searching your rifle case or
11 your backpacks. Fishers carrying rods, they could
12 come and search that at any time, and they will.
13 They'll have to do that from a security standpoint
14 if they want to be sure that there isn't going to
15 be somebody sabotaging the system.

38 16 The police of Warrensburg they may affect their
17 power also. You're not going to be asked to be
18 part of this system. You will have no extra power
19 to guard this system. In fact, some of your powers
20 will be taken away, and what you will be end up
21 doing is taking care of protesters on the tracks
22 which will cost your county money.

23 This government will not pay to give the day
24 care to you so you will, excuse the term, will get
25 the shit job out of all of this.

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1 Thank you.

2 COL. McSHANE: Marc Bachand.

3 MR. BACHAND: Good evening.

4 gentlemen, my name is Marc Bachand, and I'm here as
5 a private citizen. I'm the father of two young
6 boys. I'm recently contracted to build my home
7 about a mile and a half from Whiteman Air Force
8 Base. I fell in love with this area of the
9 country.

10 Missouri is one of the beautiful states I've
11 ever seen. As I have traveled around I have seen a
12 lot of missile sites, like every one else I'm not
13 real thrilled with nuclear war, but because I have
14 traveled the world I do know there are people out
15 there willing and ready and able to do just that.
16 I think we need to be prepared.

39 17 I think that the Air Force and the Department of
18 Defense has done a good job keeping faith with the
19 people of Missouri. I think the missiles sites are
20 low keyed as they possibly can be and that the
21 safety record here at Whiteman is unbelievable. I
22 think any rational person is going base future
23 performance on past performance, and if that is so
24 I think rail garrison is going to be a safe system.
25 I hope it is as the Minuteman system which has

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39 1 never had a serious or any nuclear accident.

2 That's all I have to say. Thank you.

3 COL. McSHANE: Helen Burnham.

4 MS. BURNHAM: My name's Helen

5 Burnham. I'm from Columbia, Missouri. I read once
6 a quote in the Reader's Digest that said the United
7 States is the only country deliberately founded on
8 a good idea. Part of that good idea was that we
9 the people have a say in what happens to us. We do
10 not want anymore nuclear weapons.

40 11 This is not a chess game, we're talking about
12 people, people's lives. We're not just little
13 specs on the highway you can fly over, clusters of
14 subdivisions, we are people with lives we care
15 about.

16 I have a nine year old son who loves baseball.
17 I have six year old twin daughter learning to read.
18 I've a chubby little toddler who trusts me to take
19 care of him, and I am very, very much afraid of
20 nuclear war.

21 There's so many things to worry about, there are
22 natural disasters, there's traffic accidents
23 there's, drunken drivers. There's toxic waste.
24 Please let's don't manufacture things that are so
25 dangerous that they make all of these things pale

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1 in comparison.

2 Accidents do happen, it's the basis of a billion
3 dollar insurance industry in this country. Nobody
4 who died yesterday in a traffic accident or fire
5 thought when they are brushing their teeth this
6 yesterday morning they would never come home again.

7 I think the fact I'm very happy that their
8 haven't been any accidents but I think the
9 likelihood is that something will happen. I think
10 this particular defense strategy has a lot of worry
11 some things that are built into it. I think the
12 rail system is not safe enough to put nuclear
13 weapons on. I.

14 Think all of us here in this room tonight are
15 hoping for the best. I think when it comes to
16 nuclear weapons it is not enough.

17 Thank you very much for your listing to me.

18 COL. McSHANE: Daniel Gammeter.

19 MR. GAMMETER: Good evening panel
20 members, my name is Daniel Gammeter, I live in the
21 Knob Noster area at 24 Lee Drive as a private
22 citizen. I welcome the opportunity for the U.S.
23 government to station Peacekeeper in our area.

24 I believe the economic impact would be positive
25 in nature. I have heard the Air Force state there

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1 will be minimal or no environmental impacts and
2 find these to be acceptable as well.

3 Col. Walsh, I would like you to address a
4 question once again of the dimensions of the rail
5 car for the people that didn't hear it earlier.

6 MR. WALSH: Rather than take up the
7 time I will talk to you afterwards. I would like
8 to give as much time to the people as possible
9 since I've already commented.

10 COL. McSHANE: Ron Renkaski.

11 MR. RENKASKI: Ron Renkaski from
12 Pioneer. I'm a member of Christians for Nuclear
13 Disarmament. Please answer our concerns in the
14 final EIS.

15 First procedural item, the draft EIS was not
16 available soon enough for concerned citizens to
17 study it and consider the information. I borrowed
18 a copy briefly. I borrowed it from a group at
19 least 250 miles from my home.

20 Jesus taught, don't lie, don't steal, don't
21 kill. He also told us to feed the hungry.

22 I know the quote a false statement of an
23 outrageous magnitude employed as a propaganda
24 measure in the belief that a lesser falsehood would
25 not be credible" that's the definition of the big

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1 lie. It is a propaganda technique perfected by
2 Hitler's Nazi's in the 30s and 40s. Naming the MX
3 missile the Peacekeeper is a big lie. /.

4 The MX is a war starter missile. It was
5 designed, it has been deployed and you're planning
6 to deploy it further in a first strike mode. It is
7 a weapon intended to be launched to start a nuclear
8 war.

9 The missiles already deployed in Wyoming cannot
10 survive a first strike back to the Soviets,
11 therefore, they must be launch very early.

12 The MX has a surgical error or probable C. E. P.
13 of 300 feet. That means if they are launched to the
14 42 hundred nautical miles most of the H. bomb will
15 land or explode within one city block of the aiming
16 point.

17 My question, will approximately forty or more of
18 these very accurate hydrogen bombs on rail cars in
19 an area of two city blocks, 400 foot by 800 foot,
20 will that tempt the Soviets to launch an attack or
21 some other adversary to attack that spot early
22 during a crisis instead of waiting for tension to
23 build up for us to move them out of the way?

24 Another area the Air Force did not examine was
25 the secondary effects of a rail accident. I've

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1 been a volunteer fire department fire fighter. In
2 that training with hazardous materials, the fire
3 chief from over here by Boonville on the edge of
4 the missile field explained they had two accidents
5 recently, one of them a semi-tanker truck ran off
6 I-70 and landed and stopped across the railroad
7 tracks. I believe it is the same tracks that come
8 through and connect with Whiteman Air Force Base.

9 A train came through there and cut the tanker in
10 two.

11 He had two accidents, I can't remember which
12 which chemical was spilled this time. One time it
13 was hydrochloric acid, the other time was hydrogen.
14 Not hydrogen. Sodium hydroxide, which is lye,
15 Draine.

16 What would those kind of chemicals do to an MX
17 missile in a derailment. If you hit another train
18 or his a tanker truck, what happens to those
19 missiles and components and control systems?

20 Thank you. Please answer these questions in the
21 EIS. Thank you.

22 COL. McSHANE: Robert Marble.

23 MR. MARBLE: Sir, I appeal to you
24 as a member of the judiciary and ask you the
25 question whether or not this hearing is not so

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designed to give those people who have a vested interest more opportunities to speak than those who are opposed to the action?

I'm also intrigued by the report that this were the Peacekeeper. The euphemism is a word that gives a pleasant meaning to an unpleasant reality. I'm wondering if the kind of a mind that used this non-technical word over and over again in a technical document which indicates something of the fact that the Air Force simply is trying to persuade us of something they want to do.

We are the public, are vastly more than this county or a few surrounding cities, the people of Missouri and the nation should be heard from and yet these hearings are for a few people in a small area.

The public has a much larger interest than the many unending technicalities that are raised in this report.

In order to look at some of the deeper things I would like to go to the union of concerned scientists, an organization of our nation that includes within it scientists from nearly every major university in the United States. I would like to speak quote from them about the MX missile.

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By the way, it is not a Peacekeeper it's an MX missile, which is good technical term.

"The Rail Garrison basing mode is extremely destabilizing, dispersing on the missile carrying trains could be perceived by the Soviets as provocative and therefore exacerbating the crisis. Development of the MX missile is a waste of the taxpayers money since the U.S. already possesses sufficient nuclear deterrent."

I'm speaking with the words of the scientists of our nation. "Contrary to the proponents, contrary to those who are in favor of this, the new rail basing mode is vulnerable to attack. Even backers of the system acknowledge it will require up to six hours to disperse the trains from their garrisons. An intercontinental Soviet nuclear missile takes only 30 minutes to reach American soil. Deploying the MX missile is vulnerable basing mode and increases America's incentive to strike early. It is a first strike weapon."

COL. McSHANE: Time, Mr. Marble.

MR. MARBLE: Therefore destabilizes our situation. The Rail Garrison system is directly contrary to the U.S. negotiating position in the strategic arms reduction treaty."

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COL. McSHANE: Time, Mr. Marble.

MR. MARBLE: Thank you very much.

COL. McSHANE: Thank you.

I will address your one comment, you talked about vested interest talking first, or talking most, the folks that talked first are elected officials and are those who represent the most people, so they were given the courtesy of speaking first. There were five people. The balance of the people have been randomly selected, and I think you can see that the deck has not been loaded.

Yes, sir.

VOICE: This is my very point that the few people that are represented in these communities are not the whole public that is affected by this plan.

COL. McSHANE: I understand your point.

Doctor James Jones.

MR. JONES: James Jones from Springfield, Missouri. James Jones from Springfield, Missouri. This is my comment on the previous hearing and on the draft of the environmental impact statement.

(SINGING)

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Oh, the Air Force say, the Air Force say, the MX missile is here stay, here to stay, here to stay, here to stay, for many a day, for many a day, for many a day --

COL. McSHANE: Doctor Jones, I said no demonstrations.
(SINGING CONTINUED WITH AUDIENCE PARTICIPATION.)

MR. JONES: For many a day, for many a day, we'll keep your MX missile for many a day. They want it that way, they want it that way --

COL. McSHANE: Doctor Jones, I said no demonstrations.

MR. JONES: They say here to stay. They want it that way, they want it that way, the citizens of Warrensburg want it that way.

COL. McSHANE: Doctor Jones, you may sit down.

(SINGING CONTINUED.)

(Microphone cut off.)

COL. McSHANE: Charles DuCharme.

MR. DuCHARME: My name is Charles DuCharme. I'm a private citizen of Columbia.

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1 Missouri.

2 Briefly, I would like to say I'm greatly
3 disappointed in the HHS drafted by this panel of
4 they say professionals. The display they showed us
5 here had absolutely any no numbers and I sincerely
6 hope in the final HHS they do have some facts and
7 details and specifics such as the specific feet and
8 length of the train. I would like to yield the
9 rest of my time to Kathy Thomas.

10 MS. THOMAS: My name's Kathy
11 Thomas. I'm here representing the Missouri Rural
12 Crisis Center, a state-wide vast organization of
13 more than thousand members of workers of farmers
14 and agriculture in Strongwell, Missouri.

15 At the April 7 scoping hearing I voiced our
16 concern about how the deployment of the MX missile
17 in Missouri would affect rural areas. This is an
18 agricultural state made up for the most part of
19 small family farms and the economy of the State is
20 heavily dependent on the survival of these farms.

21 Agriculture counts for 23 percent of State's
22 jobs. Missouri is one of states hit hardest by the
23 rural crisis, bankruptcies increasing 300 percent
24 between 1981 and 1985. You can't eliminate family
25 farms without eliminating the rural towns and their

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1 service centers.

2 The draft HHS spend a lot of words saying how
3 rural garrison will MX bring growth to Johnson and
4 Pettis counties, which are rural counties. The
5 study also says although the MX project would not
6 effect unemployment rates in the area, personal
7 incomes would rise. That means that the few who
8 already have would get more, while the displaced
9 farmers and unemployed worker's would continue on
10 the road to chronic poverty.

11 The statistics in this draft study in the heart
12 of economic reality in rural Missouri is worlds
13 apart time. It's time our government played its
14 rightful role by investing in the strength of the
15 people instead of wasting money on weapon systems
16 we don't need. Our country needs a national
17 investment policy that nurtures locally owned and
18 operated industry makes the most of our tax dollars
19 by creating real jobs that pay the millions of
20 Americans whose labor is the backbone of our nation
21 a liveable wage. The taxes of low income Mexican-
22 American community build their own cucumber factory
23 generate six million dollars in annual sales and
24 created 993 jobs. That's more jobs than the Rail
25 Garrison MX project creates even at it's peak

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1 construction. After that it would be for a very
2 short time then would drop off sharply.

3 Rural workers believe in a strong defense. We
4 need life to defend. The technique of portraying
5 missiles as a job program for rural areas is not
6 going to work this time as it did with the
7 Minuteman missile silos --

8 COL. McSHANE: Time, ma'am.

9 -- that cover a large portion of our State, much
10 of it rich food producing lands. Therefore --

11 COL. McSHANE: Time, ma'am, time.

12 MS. THOMAS: Thank you.

13 COL. McSHANE: Helen Chudonelka.

14 Sorry if I mispronounced that.

15 MS. CHUDONELKA: I'm Helen
16 Chudonelka from Aurora, Missouri. We're here I
17 understand to address the environment. If we're
18 not alive the environment is not going to matter.
19 Apparently we now have dangerous missiles we don't
20 know what to do with. My question is, haven't we
21 learned anything from producing nuclear energy
22 before we know what to do with nuclear waste?

23 I would like to give the rest of my time to Bob
24 Warbell.

25 COL. McSHANE: Ma'am, hold on. The

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1 ground rules do not really call for that. I let
2 that go last time because it sneaked up on me there
3 but give up your entire time or you speak for
4 yourself.

5 MS. CHUDONELKA: One question
6 answered by the E. I. S.

7 COL. McSHANE: Thank you. What I
8 said earlier was that you could yield your time
9 your entire time to an individual if you were here.
10 That was how it happened the first times and --

11 (COMMENTS NOT UNDERSTANDABLE)

12 COL. McSHANE: I'm sorry you didn't
13 understand it.

14 Steve Dust. Not here. Jack Wax.

15 MR. WAX: My name is Jack Wax, I'm
16 a private citizen from Columbia, Missouri. I want
17 first to respond to the question by the Roman
18 Catholic Priest.

19 COL. McSHANE: Keep the microphone
20 up.

21 MR. WAX: I want to first respond
22 to the question by the Roman Catholic Priest about
23 the environmental impact of the these weapons if
24 their ever used. I've an account here from Doctor
25 Charles Stevenson, first U.S. physician to through

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1 medical assistance to Nagasaki. It's very brief.

2 He says, we walked up the ladder, the whole
3 place was absolutely silent, there wasn't a sound,
4 there wasn't one human being in sight. As I
5 reached the top of dock I did look over the entire
6 end of valley where the city had been and it just
7 looked like everything had been covered with black
8 or dark gray cover of ashes. I didn't know enough
9 about the bomb to know heat set everything on fire
10 that could burn. The people who were closely
11 exposed were quickly fried into an ashe. Others
12 looked like something like over cooked soft shelled
13 crab. I couldn't believe they were human beings.
14 We felt like we were walking on the moon shovelling
15 through all that dust.

16 I don't think it is the will of the American
17 people to have more nuclear weapons, call them
18 Peacekeepers, call them whatever you want to call
19 them, they are weapons built to kill thousands of
20 people. Children, women, other civilians guilty of
21 what crime? It is not my will. I don't believe it
22 is the will of any other Americans in this room to
23 go ahead and produce more over these weapons and
24 eventually use them.

64 25 Why would our counterparts, the civilians in

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1 other countrys deserve to die and be killed
2 horribly. We shouldn't forget these people in our
3 environmental impact especially considering the Air
4 Force sees fit to consider the life of water fowls
5 and jack rabbits in there.

6 The environmental impact statement mentioned
7 tonight also the neglects the moral dimension of
8 our decision to allow these weapons into our
9 communities.

10 It will effect our educational systems and it
11 will be teaching our children that these weapons,
12 weapons such as these are acceptable. I find it
13 unacceptable.

14 Finally, we do have the right and responsibility
15 to defend ourselves and our country. I can hardly
16 believe we're so stupid and vicious we can't think
17 of something better than this crude, morally
18 repugnant method that will certainly carry out and
19 increase the risk of nuclear war.

20 COL. McSHANE: Thank you. R. N.

21 Ash.

22 MR. ASH: My name is Richard Ash.
23 I'm an Episcopal Priest from Mexico, Missouri.
24 Mexico, Missouri is about 150 driving miles from
25 here, therefore, the impact environmental is

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1 essentially for me as it is for the local folks,
2 economic. It comes through taxes.

3 I really find it puzzling why it's important for
4 us to spend ten, fifteen billion dollars to produce
5 a mobile railway MX missile when we have already in
6 invested some three billion, at least appropriated
7 some three billion, for a Trident II missile, which
8 will be far more adequately concealed under the
9 ocean and which will be at least as effective in
10 producing peace as the Peacekeeper.

11 COL. McSHANE: Thank you.

12 Frances Russell.

13 MS. RUSSELL: I have some
14 statements that are repetitious, but I would like
15 to read them. They are short.

16 My name is Frances Russell. I'm a native of
17 Missouri; I'm a Sister of Charity Convent in
18 Kansas. My community is sisters of Charity at
19 Leavenworth.

20 I have worked in the Midwest and western part of
21 the United States for 130 years. Members of the
22 Sisters of Charity, approximately 200 in number,
23 presently work in six of the State's proposed as
24 locations for the MX rail garrison. So I'm here as
25 a Missourian and as a representative of the Sisters

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1 of Charity in our social justice network, but
2 especially for the Sisters of Charity who work in
3 Missouri and have the welfare of the people of
4 Missouri in mind and heart.

5 In addition, I'm a professional social worker.
6 As a Missourian, a voter, and a representative of
7 others who work for the health and welfare of
8 people, I oppose the MX rail garrison plan. My
9 opposition to it is as follows:

10 It does not respect the will of the majority of
11 the American people who have stated that arms
12 control is a major concern that they want
13 addressed. It does not give credence to the
14 significance of the INN or Stark proposals which
15 have provided a break through to the international
16 tyranny of the arms race.

17 It further ignores part of the proposal which
18 bans the deployment of mobile based missiles. My
19 own thesis is that the Rail Garrison plan is part
20 of an old agenda, a political agenda, and I believe
21 that the American people are now choosing a new
22 agenda.

23 I have several specific points that I would
24 look to addressed in the EIS. The major
25 consideration tonight as lieutenant Col. Walsh

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1 pointed out was that the MX garrison plan
2 complicates enemy targeting. That's its claim to
3 fame. And I see that as a liability, because I
4 feel that the MX rail garrison plan expands the
5 targeting area and places many more people and much
6 more land at risk.

67 7 The missiles are considered mobile but they're
8 on a slow train. The advantage of mobility is to
9 offer rapid deployment. But the Rail Garrison
10 system does not provide for rapid deployment since
11 I believe it's estimated they would take four to
12 six hours to disperse the trains from their
13 garrisons.

14 COL. McSHANE: Time. If you had
15 further questions you can put them in writing.

16 MS. RUSSELL: Thank you.

17 COL. McSHANE: Herb and Doris Sauer.

18 MR. SAUER: I yield to Mark Hain.

19 MR. HAIN: Good evening. My name's
20 Mark Hain. I'm director of the Mid-Missouri
21 Nuclear Weapons Group from Columbia, Missouri.

68 22 I think it's unfortunate that there were a
23 number of significant environmental concerns that
24 were not adequately addressed in the DEIS.

25 The ultimate environmental problem of nuclear

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1 war of course is not addressed because Congress has
2 mandated peacetime applications. However, I think
3 there is a some very serious environmental concerns
4 that are associated with manufacturing of nuclear
5 warheads to use on MX missiles, and these are also
6 quite notably swept under the rug, ostensibly
7 because these warheads are produced by Department
8 of Energy. This is a classic, that's not my
9 department kind of mentality of passing the buck.

10 It leads me to my central question in this whole
11 issue; where is the bomb?

68 12 What we're presented with in this DEIS for
13 nuclear weapons system is one that's been neatly
14 sanitized as to the central feature; where is the
15 bomb in this DEIS?

16 This mandates an examination of impacts of
17 Proposed Action and in comparison with Alternative
18 Actions, including the No Action Alternative,
19 should the MX rail garrison be authorized it will
20 necessitate the manufacture of at least 500 nuclear
21 warheads, which would not otherwise be produced.

22 We must look at the full impact of the action.
23 Obviously this includes production of warheads.
24 The public and our elected officials must commend
25 accountability before we value the MX rail

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1 garrison be authorized we must get clear answers to
2 serious environmental problems associated with
3 warhead production. The environmental issues which
4 must be addressed, and course I want these
5 addressed in the EIS and not now, are questions
6 which are included but not limited to the issues of
7 first, the impact of the plutonium production at
8 Savannah River in South Carolina, including worker
9 exposure, routine and accidental environmental
10 releases, and eventual waste processing, handling
11 isolation, shipping, so-called disposal of the
12 waste.

68 13 I would like these categories to be handled in
14 all these areas I'm raising now.

15 I would like know about the impacts from the
16 reprocessing and the Purex processing in the
17 Savannah River to isolate the plutonium for use.

18 I'd like to know about the impacts of handling
19 and transporting plutonium to Rocky Flats in
20 Colorado.

21 I'd like to know about the impacts from the
22 manufacture of plutonium parts at Rocky Flats in
23 Colorado. I'd also like to know about the impact
24 from production of tritium at Savannah River, South
25 Carolina, and also the impacts from handling

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1 transportation of this tritium to Pantex in Texas.

2 I would like to know about the impacts from
3 process handling and shipping of highly enriched
4 uranium at, to and from Pantex and Oak Ridge,
5 Tennessee.

6 I would like to know about the impacts of the
7 assembly of these warheads, their handling and
8 shipment to their points of deployment.

68 9 Finally, I would like know about the impacts of
10 any and all other processes, and/or activities I've
11 not included in this list at other locations not
12 specifically noted above that are part of the
13 warhead manufacturing process.

14 Since the dawn of nuclear age the U.S. has
15 produced a horrendous legacy of nuclear weapons
16 waste. Approximately 60 thousand nuclear warheads
17 been manufactured.

18 COL. McSHANE: Time.

19 MR. HAIN: Well, in conclusion,
20 they're talking about a system, a weapons system;
21 where is the bomb?

22 COL. McSHANE: Could I have your
23 last name again and spell it, please.

24 MR. HAIN: H-a-i-n, Mark Hain.

25 COL. McSHANE: David Pearce.

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1 MR. PEARCE: Col. Walsh and those
2 gathered tonight. I would like to thank you for the
3 opportunity to speak before the group tonight.

4 My name is David Pearce, Executive
5 Vice-President of the Warrensburg Chamber of
6 Commerce.

7 On behalf of the Warrensburg Chamber of
8 Commerce, board of directors, which is twelve
9 members which were elected by around five hundred
10 members, the Military Affairs Committee. I'd like
11 to voice their support in favor of the rail
12 garrison program being deployed on Whiteman Air
13 Force base.

14 It's been said one of the reasons why programs
15 are put at certain Air Force Bases is because of
16 the outstanding community support. That's the
17 reason. I think you can see there's a lot of
18 community support in the environmental faces of
19 Warrensburg and all the communities that surround
20 Whiteman Air Force Base.

21 There's a good reason why there's a lot of
22 mutual respect in Warrensburg and the surrounding
23 communities around Whiteman Air Force Base, it is
24 not based on what's happened this year or last
25 year, but basically in the last 25 years Whiteman

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1 Air Force Base has been here, they are neighbors
2 they are our friends, they take active and
3 productive roles in our communities.

4 I think if you would ask the Whiteman Air Force
5 Base personnel they would say the same thing, too.
6 They consider Warrensburg and communities like
7 Warrensburg their home, and they feel glad to be in
8 the community like this.

9 These people contribute not only socially and
10 philosophically, they also contribute economically.
11 The annual payroll for this area around Whiteman
12 Air Force Base is around sixty-four and a half
13 million dollars a year, employs thirty-five hundred
14 people, including some 468 civilian jobs.

15 So this is a strong economic force. I think
16 more than anything else it improves the quality of
17 life in the Warrensburg area. With every
18 opportunity, however, there are challenges that
19 must be met and this is certainly no exception.

20 Quality of life would be affected by bringing a
21 new program like this in. The impacts on our
22 roads, the infrastructure, the impacts on our
23 schools, all these areas need to be addressed if
24 the Rail Garrison Program is actually deployed at
25 Whiteman Air Force base. But progressive minded

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1 communities like Warrensburg and the surrounding
2 communities around the Air Force base have always
3 risen to the occasion. And I think that that is
4 demonstrated by the fact that the the Stealth bomber
5 that's been chosen to have the home at Whiteman Air
6 Force base.

7 We see 18 differ committees functioning under
8 the guise of the Steering Counsel, and you see
9 tremendous community support. If the Rail Garrison
10 program was deployed here at Whiteman Air Force
11 Base I think you would see that outstanding
12 community support.

13 In closing, we know anytime that freedom is
14 being defended there are certain risks. People in
15 our community are aware of the responsible role the
16 individuals, the men and women at Whiteman Air
17 Force Base play in that, and keeping it safe for
18 all of those concerned.

19 We know this sense of responsibility will be
20 considered -- will be continued in the future as it
21 has been in the past.

22 The Board of Directors of the Chamber of
23 Commerce and the Military Affairs Committee would
24 like to go on record for being for the proposal and
25 proud of its past association with Whiteman Air

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1 Force Base and its personnel. Thank you.

2 COL. McSHANE: Christi Young.

3 MS. YOUNG: First of all, please
4 don't answer any of my comments or questions at
5 this time.

6 I have one complaint or just a comment to make
7 about this hearing. We were told we weren't
8 allowed to place signs up which, you know, is kind
9 of our right to freedom of expression. And we
10 wanted to put some up right there so the media
11 could kind of get them when they're taking pictures
12 of these guys. Well, we weren't permitted to do
13 that and one of the reasons was because the Board
14 of the School Board decided at a recent meeting
15 that wouldn't be allowed. I think it's real
16 convenient they're all working together on this.

17 I object to the proceedings of this hearing.
18 three minutes is not enough time to comment on the
19 lengthy document such as the DEIS or issuance
20 support against nuclear weapons. More hearings
21 should be held to give more folks a chance to
22 speak.

23 I also object to the fact you're attempting to
24 restrict our comments to the environmental impact
25 of a construction site rather than the real issue.

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1. which is placing eight to twelve multi-warhead
2. missiles, not Peacekeepers in one location near a
3. population center in uncovered garages. Each of
4. these missiles has the explosive power hundreds of
5. times the bomb dropped in Hiroshima.

6. I think this poses a great threat to the people
7. of this area and should be addressed in the EIS.

8. One issue of importance that is not adequately
9. addressed in the draft environmental impact
10. statement deals with the economic impacts. The
11. DEIS examines accidents in isolation where there's
12. likely to be secondary effects of cost. For
13. example if there were an explosion and consequence
14. release of radioactive material, even if the
15. exposure levels were not harmful to humans, there
16. would be an economic impact.

17. The public minds in such situations perceive
18. agricultural products from this area of the
19. accident as unsafe and might, thus, buy less of
20. them. The cost of a one percent drop in
21. agricultural sales from Johnson County would run
22. into the hundreds of thousands of dollars.

23. It is possible that the public might respond by
24. decreasing their purchases of all Missouri
25. agricultural products resulting in millions of

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1. dollars of loss.

2. An example of this phenomenon is a loss of sales
3. of the European farmers in the Chernobyl accident,
4. which whether or not there was any contamination of
5. their products, sales still dropped.

6. Address this in the final environmental impact
7. statement.

8. I also have some other question about
9. procedures. I think that there should be more time
10. and that there should be more hearings throughout
11. the State, and people have mentioned it affects the
12. people all over the State, and I think that people
13. should be able to get up on the stage and talk and
14. have water available as Col Walsh and -- Lt. Col.
15. Walsh and Col. McShane, and we --

16. COL. McSHANE: Time, ma'am.

17. MS. YOUNG: Thank you.

18. COL. McSHANE: Brian Page.

19. MR. PAGE: I would like to yield to
20. Anna Ginsburg.

21. MS. GINSBURG: My name is Anna
22. Ginsburg, I am Director of the St. Louis Community
23. for Nuclear Weapons Freeze, which is affiliated
24. with the national campaign to stop the MX.

25. First of all, I would like to thank the Air

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1. Force for holding these hearings and giving us the
2. opportunity to comment. And Lt. Col. Walsh I'd like
3. to thank you for giving the citizens more time to
4. comment this evening.

5. I also would like to make a request that the
6. comment period be extended beyond the current
7. deadline of August 30th. It's a very technical
8. document to those of us who don't have the
9. expertise, and we would very much like more time to
10. study it to be able to determine what the issues we
11. would like to raise, what questions we would like
12. to have asked.

13. I would also like to request that hearings be
14. held in St. Louis and other locations around the
15. State where there is concern. My organization has
16. 1,200 members. I know a significant number of them
17. would be interested in coming to a public hearing
18. were it to be held in the St. Louis area. It took
19. me about five hours to drive over this afternoon.

20. In addition, Mike Wolf's comments about riding
21. the train across the State of Missouri made me
22. remember what it's like to be on that train. There
23. are times when the train comes perilously close to
24. the Missouri River. This is a State where there is
25. serious problems of soil erosion. I would like to

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1. know if you considered what the cumulative affects
2. might be of a train accident along the Missouri
3. River where soil erosion might play a role? If you
4. choose to answer that tonight that's fine, if not I
5. would definitely like to see it addressed in the
6. final DEIS.

7. Thank you.

8. COL. McSHANE: Thank you. Jeff
9. Stack.

10. MR. STACK: Good evening. First of
11. all, no disrespect for you folks, I need to address
12. the audience. This is a public hearing, I will
13. address them.

14. First of all, I'm here as a citizen from
15. Columbia, Missouri. I'm a new father, a couple
16. months old that job. I'm here for my son. I am
17. also here to make several points, one I think this
18. public hearing has been a farce on democracy.

19. The Air Force presented forty minutes worth of
20. public relations information; we had the
21. opportunity of three minutes each.

22. As members of the public should have three
23. minutes well as we should. Also I would like to
24. point to the -- talked to earlier and mentioned to
25. me that all public comments are incorporated into

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1 the DEIS. I didn't see any names mentioned along
2 with any comments. I think the public has not been
3 included in this process. The House Armed Service
4 Committee in 1988 says the Air Force has given
5 little weight to critical reaction from society. I
6 think that's continuing on. That was from the
7 Columbia Tribune back in April.

8 Also I would like to see some hands of those
9 that had a chance to comment, how many people are
10 there opposed to the MX; can I see some hands.

11 COL. McSHANE: We're not taking a
12 vote or a referendum tonight.

13 MR. STACK: Better than that, well
14 well over half of the people I think that needs to
15 be brought out because not everyone can make the
16 comments at this time.

17 Sorry, nothing against you let them go ahead.
18 Okay, as far as some of the effects, again we need
19 to remember that we are talking about the
20 environmental impact. We're talking about the
21 environmental impacts of nuclear war. We need to
22 consider that as well and keep that in mind.

23 Also the effects of nuclear weapons if you will
24 now. There are two million homeless people in the
25 country, we're talking about one hundred million

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1 dollars for an MX basing program in Missouri alone.
2 We have at least two or three million homeless
3 people now, there will be more than seven million
4 homeless people by the end of century.

5 We need to deal with these people. They are
6 individuals, we should care for. We should be
7 working on trying to destroy people, Soviet people
8 or who else or all the people of the world or all
9 life on this planet.

10 I was in Hiroshima a couple years ago in 1985. I
11 had the opportunity to talk to some survivors of
12 atomic bombs. It is a very somber experience. I
13 wanted to pass on some comments from one woman.
14 She had lost most of her family in the war, in the
15 atomic bombing.

16 By the way, that weapon was very small in
17 comparison to what we are talking about. 140
18 thousand people died Hiroshima alone. Eight
19 thousand people more in the bombing of Nagasaki and
20 the years since then.

21 Woman also -- she was a woman who survived the
22 atomic bombing. I spoke to her. She talked about
23 seeing bodies floating down the river after the
24 bombing, bodies bloated from explosive radiation,
25 burning bodies plucked out of the river with

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1 fishing hooks.

2 She talked of coming across families, including
3 her relatives, people who remained just burning the
4 remains of these relatives just to prevent the
5 disease. 70 thousand people were burned. Were
6 burned after being burned and incinerated.

7 Again I would like to encourage people in
8 considering this process to be considered, get more
9 public input. Like to have the draft environmental
10 impact statement look at the nuclear war effects of
11 that in basing.

12 COL. McSHANE: Time, Mr. Stack.

13 John Lloyd.

14 VOICE: He had to leave.

15 COL. McSHANE: Thank you.

16 Robert James.

17 MR. JAMES: Excuse me everybody, but
18 I am going to face the gentlemen on the panel.

19 Excuse me, I'm going to face the gentlemen.

20 I'm going to go ahead and speak. I'd like to
21 speak to the people back here. I'm going to turn
22 and face the people I want to speak to, that's the
23 people on the panel. I want to say that I think
24 that the attitude of federal government in sending
25 this panel here to whitewash what's going to be

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1 going on with the MX missile is insulting every
2 single person who believes in democracy in the
3 United States. And if you gentlemen had this
4 happen in a country that our government says is not
5 democratic you would be talking about the mockery
6 and travesty of justice that's occurring here
7 tonight.

8 There's no way that you can look at a statement
9 that's as thick as the statement we're looking at
10 today and talk about it in three minutes. You
11 can't talk about the environmental impact that's
12 going occur on Europe on Asia, on the entire world.
13 We're seeing it here in the United States today and
14 in the midwest, and we're seeing the family farms
15 go under because of what we have done to the ozone
16 layer and we're talking about using a bomb that
17 will do a thousand times more damage than what
18 we're seeing happen to the industry that's the most
19 important in Missouri, the agricultural industry.

20 The agriculture will go downhill in Europe, the
21 water system will go downhill in Europe. We're not
22 just talking about the Soviet Union, we're talking
23 about all of Europe. We're talking about a nuclear
24 winter, a nuclear winter that will wipe out
25 everything in existence on the plant of the earth.

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1 Why can't we make people realize that.

2 And what's the environmental impact statement
3 that talks about the effects of the water in the
4 area where these bombs are used. I want the
5 environmental impact statement to talk about the
6 impact that's going to occur when there's no more
7 agriculture products to feed the people that live
8 in the area where the bombs were dropped. And we
9 are talking about some people, we are not just
10 talking about the enemy.

11 We are talking -- I want the environmental
12 impact statement to talk about what the effect is
13 going to be on education, what the effect is going
14 to be on the economy in Europe, what effect the
15 going to be on the economy here. And I can
16 guarantee the people that have come here and talked
17 about the effect and how proud they are to have
18 this new basing system come in here that their
19 going rue the day when they did it, because there's
20 going to be thousand of people sitting on those
21 tracks saying, "give piece of trash, give a piece
22 of trash."

23 (APPLAUSE)

24 COL. McSHANE: Judy Anne Goldman.

25 MS. GOLDMAN: I defer to LuAnne

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1 Schulte.

2 COL. McSHANE: Ma'am, when you get
3 there could you state your name and spell it
4 please.

5 MS. SCHULTE: My name is LuAnne
6 Schulte (spelled), and I would like to address Col.
7 Walsh and gentlemen and my fellow citizens.

8 I'm a resident of the Kansas City Metropolitan
9 area. That's one of the areas that may be affected
10 as the MX rail basing system is implemented. I
11 would specifically like to address two issues that
12 have been raised tonight.

13 One, people talked passionately and with
14 eloquence about the need for strong defense. We
15 happen to be in Representative Ike Skelton's
16 district. I don't expect you, Col. Walsh, to be on
17 top of voting records of the Missouri legislature,
18 our representatives here, but I would like to tell
19 you that people will tell you that Representative
20 Skelton is not a dove. Usually he's never found a
21 weapons system he doesn't like. However, in the
22 most recent proposition even Representative Ike
23 Skelton voted to cut the MX funding from \$00
24 million to 250 million.

25 So I think we don't need to acquaint a mistake

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1 of a missile basing mode for a strong defense
2 however you choose to define that.

3 Secondly, people have talked about the
4 privileges that we do enjoy here in the United
5 States. Driving here I drove through at least
6 twelve municipalities that I was aware of with
7 independent fire and police protection.

8 In glancing through the environmental impact
9 statement a great deal is made about responding to
10 a mishap, quote unquote. I can't imagine first of
11 all hand you we would try to respond to the kinds
12 of problems that are lightly brushed over in the
13 impact statement.

14 But of most concern to me was this statement. I
15 would like to quote from page 5-40 of the impact
16 statement. I'm quoting.

17 "This is in relation to an actual mishap, the
18 initial press release may or may not disclose the
19 presence or absence of a nuclear weapon at the
20 missile site."

21 I would just ask the people that are here
22 tonight to think about that as they drive home. If
23 there was quote mishap in their block would they
24 want that information or not or is that what they
25 think of in terms of privileges that we do enjoy as

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1 U.S. citizens. I would like this issue addressed
2 not at this time but in the environmental impact
3 statement.

4 Thank you.

5 COL. McSHANE: Cyril Welter.

6 Apparently not here. Patty Purves.

7 MS. PURVES: Good evening,
8 gentlemen, and I respectfully hope your stay in our
9 proud state has been enjoyable and your contact
10 with Missourians pleasant, in spite of the fact
11 that many of us hope you never have the occasion to
12 return here on business again.

13 My concerns arising from the otherwise carefully
14 prepared DEIS, stem from the many assumptions and
15 interferences in Section 5, Safety Considerations.

16 As no one can foresee all the possible variables
17 in each of the following cases, I would like to
18 list a few of the more obvious assumptions.

19 On air transport, the probability of a mishap
20 during air transport of the reentry systems is
21 extremely small.

22 On tornados, a moving train could be derailed by
23 track damaged by a tornado or could be derailed by
24 the force of a tornado. The probability of such
25 mishap is very small and none would be severe

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1 enough to cause release of any hazardous material.

2 On earthquakes. Earthquakes from intensity of
3 6.1 and higher could cause derailment of trains,
4 destroy buildings, and derail trains. However, it
5 would not result in damage to the Peacekeeper
6 missile which could cause a hazardous material
7 release.

8 I'm sure the people living in the area of the
9 Chernobyl nuclear power plant assumed the safety
10 systems there precluded all risk to bodily injury
11 and destruction of their environment and were
12 reassured of that by the branches of their
13 government.

14 The disturbing inferences on which invalid
15 conclusions were drawn were because the Air Force
16 special cargo squadron has not experienced a mishap
17 transporting nuclear materials in 25 years, which
18 created damage to the reentry system, it never will
19 happen.

20 The second inference is that because the Atomic
21 Energy Commission and the Department of energy have
22 transported nuclear weapons by rail for over 29
23 years without any mishaps reportable under FRA
24 standards that once again, an accident never will
25 happen.

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1 Until July 3, 1988 the mishap record of the
2 sophisticated radar technology of the type aboard
3 the Vincennes battleship would have allowed
4 inferences to be drawn that the destruction of 290
5 civilian lives would never have happened.

6 As I stated in my previous testimony, a plane
7 crash did occur in Greenland in January, 1968. The
8 B-52 bomber carried four nuclear weapons, all
9 destroyed by fire. Radioactive contamination
10 occurred over 237,000 cubic feet.

11 Let's consider what would happen if one of the
12 dangers mentioned above, and dismissed by
13 assumption and inference in the DEIS should occur
14 as happened in Thule, Greenland.

15 It is no longer a crash site of uninhabited sea
16 ice, now it's our countryside it is the very air we
17 breath poisoned, and there is no escaping it.

18 It is turning to the children we gave life to
19 and watch them increase their risk of horrible
20 death with every breath they take. Your tables for
21 calculating risk to the general population caused
22 by the MX Rail Garrison Plan are very impressive,
23 but not the least bit comforting. It takes a
24 mightier power than the Air Force to control for
25 the margin of error created by assumption and

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1 inference.

2 The military mentality that computes for levels
3 of acceptable losses of human lives does not apply
4 to the civilian population. It only takes one time
5 and the results would be catastrophic.

6 Please go back to your rooms tonight and
7 consider how very important it is to recommend No
8 Action Alternative in the final EIS.

9 I feel it's your responsibility as defenders of
10 American lives.

11 Thank you.

12 COL. McSHANE: Barbara Gammeter.

13 MS. GAMMETER: I yield to Jerry
14 Brown of Knob Woster.

15 MR. BROWN: Thank you Col. McShane.
16 Gentlemen, public officials, Commander of Whiteman
17 Air Force base, ladies and gentlemen:

18 I am Jerry Brown representing the Whiteman
19 Committee, which is a committee with the stated
20 purpose to promote expansion, development and
21 effectiveness of the Whiteman Air Force base.

22 In an effort to reserve my remarks to the public
23 hearings of the draft environmental impact
24 statement, it must be said the document is second
25 to none. I have had the experience of handling

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1 eight different MX documents of this type and this
2 is the best that we have available today.

3 This document was not developed by the Air Force
4 solely, it was developed by civilians just as
5 members of this audience tonight.

6 This document provides anyone with the totality
7 of information needed to make an enlightened
8 decision of the Peacekeeper Rail Garrison Program.

9 I would comment that you and your organization
10 have done an outstanding job in preparing this
11 report.

12 The first responsibility of any society and
13 members of this society in this audience tonight is
14 to provide security and that security must be
15 provided at all cost. In an effort to assist in
16 providing security to the citizens of the United
17 States that is the main reason we're here tonight
18 to hear all sides and discuss all issues.

19 The draft environmental impact statement in my
20 judgment says there could be a significant impact
21 on two resources, land use and biological. The
22 wetland incurs losses as described would be minimal
23 in our opinion. Realizing that some wildlife would
24 be displaced, it is also a known fact that some of
25 the wildlife that would be displaced could create

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1 and have created severe limitations to aircraft
2 operations at Whiteman Air Force Base. The
3 ingestion and foreign object damage will become
4 more significant as the base takes on a more
5 significant role for aircraft operations.

6 However, I think this is a very positive thing
7 that the Rail Garrison would move these wetlands
8 and take this wildlife with them, therefore, we
9 would reduce the aircraft operation ingestion and
10 also assist the environmental impact.

11 Your considerations on 4.1-14 and in other
12 locations throughout the impact statement entitled
13 "mitigating reasons" are outstanding. There are
14 types of considerations required by your
15 communities and towns within the Whiteman region of
16 influence to feel comfortable with a new defensive
17 system which will make the Rail Garrison Program
18 very effective.

19 COL. McSHANE: Time.

20 MR. BROWN: Thank you.

21 COL. McSHANE: We're going to
22 conclude the proceedings at this time. Please
23 remember you have until 31 August to submit written
24 statements to be included in the transcript of this
25 hearing.

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1 Please be assured the Air Force decisionmakers
2 will carefully consider each view point raised here
3 tonight when deciding an ultimate course of action
4 on this proposal.

5 Thank you. This public hearing is adjourned at
6 10:15 p.m.
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THOMAS ROBERTS & ASSOCIATES - 816-826-2134

C E R T I F I C A T E

STATE OF MISSOURI :
COUNTY OF PETTIS :

I, the undersigned Registered Professional
Reporter and Certified Court Reporter and Notary
Public of the State of Missouri, do hereby certify
that prior to being examined, the witness in the
foregoing proceedings was duly sworn to testify the
truth, the whole truth and nothing but the truth;
that said proceedings were taken before me and
thereafter transcribed into typewriting under my
direction and supervision; and I hereby certify
that the foregoing transcript of proceedings is a
full, true and correct transcript of my shorthand
notes.

I further certify I am neither counsel, nor
related to any party to said action, nor otherwise
interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereto set my hand
and affixed my Seal this 6th day of Aug
1968.

Thomas H. Roberts
Notary Public, State of Missouri
Commissioned in Pettis County
My Commission Expires July 11, 1969

COSTS:

PAID BY:

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PUBLIC HEARING

OSHTON, MICHIGAN
28 July, 1988

DRAFT ENVIRONMENTAL IMPACT STATEMENT
MURKSMITH AIR FORCE BASE, MICHIGAN
PEACEKEEPER RAIL GARRISON PROGRAM

Anna R. Gray, CSR CEM, Certified Court Recorder, 258A-

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August.

This concludes the presentation. Thank you very much.

COLONEL McSHANE: Thank you, Colonel Walsh.

Let me mention the question and statement cards, again, that you filled out when you came in. If you want to ask a question of the panel, or if you have a statement to make, you should have filled out a card and given it to one of the individuals in uniform. When we come back I will call on people who want to ask questions or make statements. Elected officials will be permitted to speak first. After that, others who wish to speak will be called upon. There will be a three minute time limit on each individual speaker, and I'd ask that everyone adhere to that, and I will stop you if you start to exceed the three minutes, and that goes for public officials as well as private citizens. We'll take as many of the questions or comments as time permits.

Let's take a ten minute recess.

Whereupon, a break was taken.

COLONEL McSHANE: We'll open up the second part of the meeting. We'll start with Colonel Walsh. Colonel Walsh, would you please introduce the other members of the panel, please?

COLONEL Walsh: On my immediate right we have Major Van Ness. He is a lawyer on the staff of the Air Force.

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Regional Civil Engineer. On my far right is Colonel Branch. He is from Headquarters, SAC, and he will respond to any questions on the operation of the system. On my immediate left is Mr. Hickman. He works for Tetra Tech Corporation, a company contracted by the Air Force to prepare the Environmental Impact Statement. He will speak to questions addressed to human resources, and on my far left is Mr. Kramer, also in the employ of Tetra Tech Corporation, and he will respond to questions on the physical resources.

Thank you, Sir.

COLONEL McSHANE: Thank you, Colonel Walsh. We now turn to the question and answer portion of this public hearing. This time is set aside for you, as members of the public, to ask questions about the content of the findings, and the Draft Environmental Impact Statement.

Once you are recognized, please step up to the microphone, since we want all present to be able to hear your questions or statements, as well as recording it for the record. Please state your name, and affiliation, or address, and then ask your question or make your statement.

As I indicated before, I would start with the elected officials, and we'll start with Larry Rose. Mr. Rose:

MR. LARRY ROSE: Okay, I'm here representing the Iosco County Board of Commissioners, for a statement, and the Iosco County Economic Development Committee, Iosco County

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and Iosco Chamber of Commerce, and other government bodies represented by the Board of Commissioners. And this is a statement associated with Murt Smith water quality. Really, we wish to clarify and correct statements in the Draft Environmental Impact Statement, EIS, published in June of 1988, relative to the water quality of Murt Smith Air Force Base. The statements addressed are repeated throughout the EIS and may be found in the following locations: the Executive Summary on page 5-10; and the Summary and Comparison of Program Impacts on page 2-8, and repeated on page 2-13; and within sections 4.12.32, and page 4.12.32. It is the view of long time local residents and supporters of Murt Smith Air Force Base that these statements mislead and perpetuate an untruth relative to water quality and how it associates itself with the beddown of a new mission, as well as the day-to-day operation of the existing mission. I base this knowledge on what is publically released information over the years. The telling statement in the EIS merely supposes and repeats itself throughout the document that the impact of the proposed action on water resources would be significant in only one location, Murt Smith Air Force Base, Michigan. Because program water needs would be drawn from wells vulnerable to ground water contamination from adjacent areas of the local aquifer. Certainly, potable water is a basic need, to diminish it's importance in the function of air base, industry or home would

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1 be incorrect. However, I have known the Wurtsmith Air Force
2 base mission to be non diminished to this date by the ground
3 water contamination problem that has been in existence for a
4 decade. Since 1978, the base has contained, purged and
5 cleaned the aquifer on base while working in cooperation with
6 Michigan Department of Natural Resources, the Environmental
7 Protection Agency, U.S. Geology Survey and the Strategic Air
8 Command Headquarters. The involvement of the latter entity is
9 noted for the simple fact that they have not come on record
10 and proposed the closure of Wurtsmith Air Force Base, or any
11 other diminishment of activity here because of a water
12 problem. It is difficult for us to understand, as citizens in
13 the locale who share the same aquifer as does Wurtsmith, and
14 all other communities up and down this Great Lake shoreline,
15 why the spectre of water quality is an issue to the beddown of
16 a new mission addition to Wurtsmith when it is not in issue
17 with the continuing mission Wurtsmith enjoys at this time.
18 There is no question that a sand aquifer down to 65 feet at
19 any location prevents the vulnerability for contamination.
20 There's also no question that the conscience in this country
21 up until the last decade, was one of use it and throw it away,
22 or dump it on the ground. Wurtsmith Air Force Base is no
23 greater a polluter, nor contains stores in its soil different
24 than anywhere else in this country, both on or off military
25 installations. If the difference that separates Wurtsmith Air

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1 Force Base from the candidate sites, is simply the fact that
2 they have identified, and have cleaned up the legacy of our
3 past conscience in this country, it clearly seems to me that
4 they are on the forefront of technology, and should be singled
5 out in a positive rather than a negative fashion. There is
6 not a liability associated with the Wurtsmith water
7 circumstances. As previously mentioned, the base has had the
8 U.S. Geological Survey Agency involved here for many years,
9 and they have modeled the ground water circumstances on base
10 since the single pollution source was discovered in December
11 of '77. There are over 400 monitor wells on base, and
12 billions of gallons of water have been sumarily removed from
13 the ground, polished through carbon, and charged back into the
14 storm drainage. Two plumes of contamination have been halted
15 in their movement, and clean up over the years has diminished
16 their concentrations to below the limits required for drinking
17 water standards. Alternate well fields on the Base have been
18 developed. A project to provide water from Lake Huron was
19 lodged a number of years ago in the military construction
20 program that requires Congressional approval and funding. The
21 staffers who worked both with Congressman Davis and Senator
22 Levin have been briefed on numerous occasions relative to the
23 future need to upgrade Wurtsmith water system.

24 COLONEL McSHANE: Mr. Rose, I'm sorry, but
25 as I indicated, we are going to have to limit....

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1 MR. ROSE: Okay. We'll be sending a copy of
2 this statement to you along with some resolutions from the
3 County Board of Commissioners.

4 COLONEL McSHANE: Certainly. Let me ask, was
5 there a question that you had in there?

6 MR. ROSE: No, there was no question, just
7 this statement.

8 COLONEL McSHANE: All right.

9 MR. ROSE: Thank you very much.

10 COLONEL McSHANE: All right. Thank you, sir.

11 I think the microphone, is it the one nearest
12 me, is that the one which works best for going out to the
13 public? Could everybody hear the last speaker, let me
14 ask that?

15 (Negative Response by Audience)

16 No. All right. I'm sorry. We'll hope that
17 the microphone system has been fixed here.

18 Let me call on Robert K. Foster.

19 MR. ROBERT K. FOSTER: Good evening. I am
20 Robert K. Foster, Supervisor of the Charter Township of
21 Oscoda. The peacekeeping mission of the United States Air
22 Force is certainly critical to the free society and lifestyle
23 we enjoy in this great country. The Oscoda community is very
24 proud to be a part of that mission by being a host to Wurt
25 smith Air Force Base. Wurtsmith Air Force Base has been part

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1 of our community for many years. The men and women of the Air
2 Force have been friends and neighbors to all of us. We will
3 be proud to have the rail garrison located here in our
4 community.

5 That is the end of my statement.

6 COLONEL McSHANE: Thank you, sir.

7 We call on Thomas Chatel. I hope I'm
8 pronouncing that correctly. Sir, if you would, why don't you
9 test one of those microphones. Test that middle one, see if
10 it works.

11 MR. CHATEL: Testing, testing.

12 COLONEL McSHANE: Is that better?

13 (Response in the negative from the audience)

14 MR. CHATEL: Is that better?

15 (No response)

16 MR. THOMAS CHATEL: I'm Tom Chatel, City
17 Manager of James City, representing James Lasky, Mayor of the
18 City, and also I am the Executive Secretary of the Iosco
19 County Economic Development Commission, and I'm also
20 representing that agency. I appreciate the opportunity to
21 appear before you again. I want to restate my support for the
22 siting of the MX rail garrison missile system at Wurtsmith Air
23 Force Base. I know there are a number of people who desire to
24 comment tonight. My comments will be brief. My support is
25 based on two fundamental reasons: One, the positive economic

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1 impact of this weapons system cannot be overstated. Despite
2 Northeast Michigan's renaissance, our per capita income
3 remains below national and state levels, while our region's
4 unemployment rate is consistently higher than either the state
5 or national levels. Simply put, MX deployment in Northeast
6 Michigan means jobs and opportunities for the men and women of
7 this region. Secondly, the Northeast Michigan community
8 endorses the National Defense goals associated with deployment
9 of this new weapons system. I would also like to briefly note
10 the questionable observations made in the EIS regarding the
11 availability of water, and potential aggravation of ground
12 water contamination. In no case, in no case has the strategic
13 mission, or any other function of Murt Smith Air Force Base been
14 jeopardized by a lack or impairment of water availability. I
15 would further note that the additional safeguard of a
16 potential regional water system does exist, and is cost
17 effective and feasible, if Department of Defense plans are
18 completed on a timely basis. The MX sitting in Northeast
19 Michigan offers a much needed positive economic impact, it
20 employs broad based community and regional support, and there
21 is no lack whatsoever of support services. I will be
22 submitting this for your official record, and I thank you very
23 much.

24 COLONEL McSHANE: Thank you, Sir.
25 Now, the balance of these cards, the

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1 indications are that they are from private citizens, and in
2 order to be fair and have the individuals who are called upon,
3 the cards have been shuffled several times by other
4 individuals, and by myself. They're not prearranged in any
5 order, and I don't know most of these people, so, I'll just be
6 calling them out in the order they are now in.

7 Robert M. Snider?

8 MR. ROBERT M. SNIDER: It's a pleasure to be
9 Number 1. Colonel McShane, I come here as a citizen, and my
10 name is Robert M. Snider from Midland, Michigan, and I have a
11 statement of about two minutes. As a former Air Force
12 Officer, and currently as an Engineer, I come here as a
13 Michigan citizen with concern for the safety of human life,
14 and concern for the natural environment. I do not accept the
15 safety and environmental risk the peacekeeper rail garrison
16 program imposes on the people of Michigan. While the risk can
17 be estimated to be small, there are many documented accounts
18 of catastrophic accidents by well meaning people and
19 governments, as well as to acts of nature itself. The men and
20 women in the armed forces of this country, and their
21 spouses, have always taken risks for the jobs they perform in
22 serving their country. Risk has always been a way of life for
23 those in service.

24 COLONEL McSHANE: Sir, just a second. I would
25 ask that everyone else please sit down. I said no

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1 demonstrations. You will sit down or you will leave.

2 (Pause)

3 COLONEL McSHANE: Thank you. You may proceed.

4 MR. SNIDER: But civilians outside military
5 posts and bases should not be exposed to the possibility of
6 catastrophic danger of high explosives that they should be
7 aware of. It is one thing to live next to a munitions plant,
8 and accept the presence of danger, but a completely different
9 thing to not know the munitions train is passing through your
10 neighborhood. In the peacekeeper rail garrison program brief
11 Environmental Impact Statement by the Air Force dated June of
12 '88, Table 5.1.1.1, specifies the weight of the propellants,
13 and the equivalent explosive units equal to 102 tons of TNT
14 for each of the two rockets on a single peacekeeper train.
15 These trains not only will pass through small villages and
16 towns as they are deployed, but they will also pass through
17 Flint, Pontiac, Grand Rapids, Michigan, and Chicago, on their
18 way to their maintenance center at their main operating base in
19 Wyoming. There is inherent risk of safety to human life and
20 the environment in operating missile trains on state or
21 national railways which are not noted for their good
22 conditions. All eleven of the proposed rail garrison sites,
23 and the USAF Environmental Impact Statement have a one and a
24 half mile diameter designated safety zone indicating that the
25 Air Force admission that an explosion potential is very

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1 possible, and are planning on taking precautions in the design
2 of the facilities at each of these rail garrison sites. The
3 private sector deserves the same consideration. I'll conclude
4 by saying, an accident with a missile, at a military
5 installation such as Murt Smith, while horrible to comprehend,
6 would pale in comparison to an accident in one of Michigan's
7 towns or cities. I don't believe the people of Michigan would
8 accept the risk to themselves, or to their environment once
9 they learn more about this program. Thank you very much, Sir.

10 COLONEL McSHANE: Thank you, Sir.

11 (Applause)

12 COLONEL McSHANE: Oh, you're not following the
13 ground rules. David Jackson, please.

14 MR. DAVID JACKSON: My name is David Jackson,
15 and I live in Birch Run, Michigan, and I represent no
16 particular organization. My statement shall begin with two
17 brief introductory comments, the first is to state my
18 opposition to the MX rail garrison deployment at Murt Smith Air
19 Force Base, in Oscoda, Michigan, and my statement shall
20 consist of a number of questions that have been prepared by a
21 number of attorneys that we would wish would be answered by
22 the final Environmental Study. The first of those questions
23 is what is the environmental impact of building an anti-
24 ballistic missile system in order to protect MX rail garrison.
25 What security measures will be implemented to protect the MX?

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1 Will the security measures on railway properties be under
2 military or civilian command? If not the military, who will
3 control the railway's security network? What will be the MX's
4 impact on local police authorities? What powers will the
5 local military security commander have? Will any security
6 commander or subordinate have the power to automatically
7 detain and search persons found on the railroad right of
8 ways, as may be done on military installations? Will holding
9 some properties immediately adjacent to the right of ways be
10 subject to unannounced searches and/or systematic observation?
11 Will plain-clothed, or secret agents be stationed at towns,
12 villages, or at other intervals along the MX rail lines for
13 security purposes? Will persons living near the MX route be
14 advised that their activities are subject to systematic
15 monitoring? Will deployment of the MX result in the
16 establishment of a network of secret police across the
17 dispersal area? Will there be Congressional oversight of this
18 security network? To what uses, other than the MX railway
19 security will the security network be utilized? What
20 additional security measures will be taken to prevent
21 sabotage, or acts of terrorists? What is the environmental
22 impact of these safeguards on the effected areas? How
23 extensive will the off limits perimeter be? What will be the
24 impact of MX security measures on hunters, fishermen, and
25 other Michigan outdoor enthusiasts? How will the MX impact on

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1 the constitutional right to bear arms? To what degree will
2 the civil liberties to those living adjacent to the MX
3 railways be diminished? To what degree will the civil
4 liberties of persons and towns along MX routes be opposed-who
5 oppose MX deployment be diminished? What would be the
6 sociological impact on the communities having security
7 personnel collecting information about them and their
8 citizens? How many military personnel, and how many civilian
9 personnel will be employed to secure the rail system? Where
10 will the MX trains travel? What is the environmental impact
11 to communities throughout the State located along railways to
12 be traversed by the MX? Some more questions here. Will local
13 authorities be notified during times of the MX train disper-
14 sal? Will there be emergency training for civilians in
15 communities along the MX train routes? Are evacuation plans
16 in place, or anticipated where MX trains travel, or near
17 populated areas? Will emergency medical gear be provided for
18 each town along the MX route? What fire prevention measures
19 will be installed on MX trains? Who will fight fires in the
20 event that there is one? How many workers, military and
21 civilian will be imported for this project, and for how long?
22 What special services will be set up for those who come
23 seeking work but do not find it, and who stay? How will land
24 values around the air base, and along the states railways be
25 impacted by the deployment of the MX? When will this system

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1 become obsolete.
2 COLONEL McSHANE: Mr. Jackson.
3 MR. JACKSON: Yes, sir.
4 COLONEL McSHANE: Your time is up.
5 MR. JACKSON: Thank you.
6 COLONEL McSHANE: Please submit your list of
7 questions if you desire.
8 MR. JACKSON: I shall do that.
9 COLONEL McSHANE: Once again, remember the
10 groundrules, folks. Colonel Walsh?
11 COLONEL WALSH: In responding to some of the
12 issues that you raised, I would like to emphasize that an
13 anti-ballistic missile system is not part of the Proposed
14 Action, furthermore, it is not required to ensure the
15 survivability of this particular system, so, therefore, that
16 will not be covered in the final EIS. With respect to your
17 lengthy series of questions pertaining to the rights of
18 individuals, I think we can answer that by one statement, to
19 say that this particular system will not intrude on anyone's
20 rights. The rights they have now they will retain, even after
21 the deployment of this system. So, that answers quite a
22 series of those questions that were posed. The environmental
23 consequences of the action have been identified in the Draft
24 EIS where appropriate. The immediate actions, or immediate
25 consequences are on those deployment locations. We've also

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1 identified the potential for accidents along the track as each
2 train made transit, so, that has been identified in the EIS in
3 the Chapter 5. Thank you.
4 COLONEL McSHANE: Keith Hammis?
5 MR. KEITH HAMMIS: I'm Keith Hammis, with R.C.
6 Hendrick and Son General Contractors. We have an Okoda
7 office. We've been at Wurtsmith Air Force Base and the
8 surrounding area for the past 20 years. We presently are
9 doing numerous projects at Wurtsmith, and we are, at the
10 present time, and have been for the past six or seven years,
11 putting in approximately twenty thousand dollars per week into
12 the local economy. We hire local help, we have 98 percent of
13 the people that work for us being in the local area. We
14 understand that there could be a potential housing shortage,
15 Colonel, for both the construction workers and the future MX
16 personnel, if they're based here. We are presently working
17 now on additional housing for this area. We will be a big
18 part of housing, and future housing here at Wurtsmith, if the
19 MX is based here. Thank you.
20 COLONEL McSHANE: Jan Shireman?
21 MS. JAN SHIREMAN: My name is Jan Shireman, and
22 I just came in from Bear Lake, Michigan, which is about a four
23 hour drive from here, so, I'm just putting my thoughts
24 together now. First of all I'd like to make a comment on the
25 way this hearing is being conducted. If the Air Force's

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1 ability to work a sound system is an example of how you're
2 going to be running your rail systems, it makes me real
3 nervous. I think that it's very very unfair that one hearing
4 is being held. We've got an hour and 45 minutes, and there's
5 a number of us that would like to speak, and we're being told
6 that we only have three minutes. I'm opposed to the MX being
7 based in Michigan. I'm opposed to it being based anywhere.
8 I'm opposed to it being constructed, built, and I'm opposed to
9 resources being spent on it and wasted on it. There are a
10 number of things that a number of projects and needs that we
11 have in this country that we could be putting people to work
12 on, and to have this carrot dangling in front of us, saying
13 that this MX is going to give us jobs here is real
14 patronizing. Excuse me. I think that I would like also some
15 comment on--I saw on the screen up here how there was a
16 negligible risk from plutonium from an accident from one of
17 these train accidents, and I cannot believe that there could
18 not be any kind of health effects from a plutonium accident. I
19 mean that's just out and out lies. I have been to a number of
20 hearings of his type, with the government, in a number of
21 projects where there is radioactive waste, or MX missiles, and
22 I hear the same thing over and over again about government
23 bureaucracies shoving things down people's throats that they
24 don't want, and I--and having hearings where we only have an
25 hour to talk, in one place in an entire State, and it has to

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1 stop, because this is a democracy. We are living in a
2 democracy, and the people need to be able to speak. I would
3 like to speak to you as individuals, not as a corporate
4 entity. Not as the Air Force, or as anything else, because we
5 are all individuals, and we are all very responsible for
6 maintaining this planet in a good state of order for our
7 children, and I would hope that you would reconsider planting
8 this MX missile in our State. Thank you.

COLONEL McSHANE: Thank you.

(Applause)

COLONEL McSHANE: Keith Titus, please?

MR. KEITH TITUS: My name is Keith Titus. I

12 speak for my wife Jetty, and for Tony, and Sam, and Neal,
13 and for Shannon, and Rene, Christina, for Justin and
14 Christian. At the last hearing I spoke in opposition to the
15 rail garrison proposal being stationed at Wurtsmith Air Force
16 Base. After much thought and prayer, I have decided to change
17 my position. Tonight I speak in favor of this peacekeeper
18 proposal at Wurtsmith. It is my sincere hope that this
19 proposal will die a quiet death in the hallways and meeting
20 rooms of a budget conscience Congress, but if by some
21 nightmarish circumstance this bizarre proposal becomes reality
22 I would not visit this mistake on someone else. No family
23 deserves this. No area of the country deserves this kind of
24 peacekeeping. So, if it must be, let it be me and mine rather
25 than anyone else.

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1 than some family I have never seen.
2 The news coverage following the stopping hearing
3 bothered me because it indicated that neither side of the
4 proposal seemed to address the environmental issues. Rather,
5 said the report, both sides seemed primarily interested in
6 explaining why or why not the MX missile should exist at all.
7 I think the media missed the point. I don't believe that
8 those speaking in favor of the proposal were simply
9 belly-aching local business people who saw some quiet bucks
10 crossing their counter. I am convinced that they sincerely
11 believe that it will have a positive effect on their environ-
12 ment resulting in a better place for them and their children
13 to live. This is likewise true of those of us who speak in
14 opposition. We live here in an area of the United States
15 which suffers from some of the highest unemployment
16 statistics, where some standard housing effects a substantial
17 percentage of our residents, where millage campaigns are
18 defeated with great regularity, where the incidents of
19 alcoholism ranks among the highest in the nation, where our
20 young people cannot find gainful employment, nor can they
21 afford the training to find that employment. In the richest
22 nation in the history of humankind, one third of our people
23 are hungry and cannot find food, homeless, and have no place
24 to rest, or are sick and can find no healing touch. This is
25 our environment, and the MX missile garrison negatively

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1 effects our environment, because programs to heal, to
2 alleviate these problems, are being cut as the military
3 seeks new and increasingly more dangerous toys. General of
4 the Army, Dwight Eisenhower, warned us of the cancerous growth
5 of the military industrial complex. "We must understand,"
6 said Eisenhower, "that for every missile that is built, a
7 child will go hungry." That child is our environment. Those
8 who have ears to hear, let them hear.

COLONEL McSHANE: Thank you.

(Applause)

COLONEL McSHANE: Frank Arheim? Frank

Arheim? A-M-R-H-E-I-N, maybe I'm mispronouncing it.

(No response)

COLONEL McSHANE: Barbara Jackson?

13 MS. BARBARA JACKSON: I'm Barbara Jackson, and
14 I'm from Birch Run, Michigan, and part of my statement is
15 visual. I wish, at this time, to have my friends display
16 their signs, and their signs to be part of this hearing.
17 (Pause) As part of the peace movement, and as a person who
18 has dedicated my life to non-violence, I feel that the MX rail
19 garrison system would create an environment that would be very
20 destructive to our nation. With the presence of nuclear
21 warheads on tracks, I feel it would be a constant reminder of
22 our destructive ability, and would hamper our striving to
23 settle disputes in a non-violent, peaceful way. Rail garrison
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1 is inconsistent with the US Arms Control Policy. At the
2 Geneva Start Negotiations, the Soviet Union has accepted the
3 American Proposal to cut in half our stockpiles of long range
4 nuclear weapons. To me it makes no sense to spend more money
5 on the MX when negotiating focus is on eliminating such
6 weapons. I also question the validity of tracks carrying
7 nuclear weapons, traveling through cities and communities that
8 have declared themselves nuclear free zones. This, I feel,
9 would create a most unhealthy environment for the millions who
10 have worked to become nuclear free zones. Two days ago the
11 Saginaw News ballot box question was: Should the government
12 deploy nuclear missiles on rail cars at Wurtsmith Air Force
13 Base? The response was, 20 percent yes, and 80 percent no.
14 This tells me that there are many millions of people who
15 oppose this system.

16 COLONEL McSHANE: Thank you.

17 (Applause)

18 COLONEL McSHANE: Please be seated. Susan
19 Smith.

20 MS. SUSAN SMITH: My name is Susan Smith. I'm
21 a physician from Saginaw, Michigan. I think it will be
22 immediately obvious that I come here not to speak in favor of
23 the MX rail garrison proposal, but in opposition to it. As a
24 physician who has dedicated years of training and service to
25 the preservation of human life, I could not come here in good

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1 consciousness to speak in favor of this proposal. I sincerely
2 doubt that you will find any physician, anywhere, who will
3 testify as to the value of such a system in the preservation
4 of human life. I come here as a physician, as a mother of a
5 nine year old child who's here tonight, and who's world, who's
6 future world I bear great concern in regards to. Finally, I
7 come here as a concerned citizen. In addition, in my role as
8 a physician, I come here representing Physicians for Social
9 Responsibility. This is a group of some greater than one
10 hundred thousand members nationwide, over fifty thousand of
11 whom are physicians, the other fifty thousand being other
12 allied health personnel. There are more than one hundred
13 there are more than one hundred thousand members in the State
14 of Michigan alone, six chapters in the State of Michigan. As
15 a physician, again, dedicated to the preservation of human
16 life, we always look to the various issues as public health
17 issues. When there is no known treatment for the disease
18 propagated by whatever the virus, the insidious virus, the
19 insidious bacteria, the insidious cancer that eats, and I
20 think it's important that we view this system as exactly that.
21 The bubonic plague, I think, served as that kind of
22 illustration, as did syphilis, and as does AIDS today. In
23 because there is no effective treatment for the kind of
24 destruction that the MX missile, and all nuclear arms bring to
25 bear upon our population I think that it is imperative that we

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1 work towards prevention of such disease.

2 It seems to me ironic that this hearing is held
3 almost exactly 43 years after the United States experiment at
4 Hiroshima clearly demonstrated the hideous destructive power
5 of nuclear weapons. That explosive power was approximately 15
6 kilotons. Today we're talking about 300 kilotons of explosive
7 power per nuclear warhead, ten of those being based on each
8 MX, and the proposal offered here tonight is that four to six
9 of those be stationed here on the railway cars so that they
10 then would be transported around the country. I think that
11 nothing more hideous can exist.

12 Finally, I would like to mention--excuse me
13 just a moment--I think that the point that has already been
14 that have already been emphasized in that this is that this
15 is a rerouting of economic resources which otherwise could be
16 directed towards the very real human needs that exist today,
17 and housing, and education, and health care, and especially
18 when we're facing the kinds of serious health threats that
19 exist, certainly with the AIDS crisis in this country today.
20 I think it's important that we look at this proposal as being
21 as hideous as the AIDS crisis, and as the rerouting of the
22 resources that would be more effectively directed towards
23 fighting that crisis.

24 (Applause)

25 COLONEL McSHANE: Thank you. Ralph Ferber.

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1 MR. RALPH FERBER: Colonel, my name is Ralph
2 Ferber, President/Chief Executive Officer, First of America
3 Bank, Escoda. On behalf of the three banking institutions,
4 First of America; Farmers & Merchants, Hale; and Huron
5 Community Bank, Tawas, we have placed the housing shortage
6 concern as identified in the Environmental Impact Statement
7 high in our planning process. It is our desire to provide the
8 funds necessary to build the housing required to correct this
9 particular concern.

10 The peacekeeper rail garrison program is an
11 important part of the overall mission, and we, the financial
12 institutions of Iosco County, want to do our part to see that
13 the peacekeeper is deployed here at Wurtsmith Air Force Base.

14 Thank you.

15 COLONEL McSHANE: Thank you.

16 (Applause)

17 COLONEL McSHANE: Remember the groundrules.
18 James Anderson?

17

19 MR. JAMES ANDERSON: Good evening. I'm Doctor
20 James R. Anderson, Professor of Humanities at Michigan State
21 University. I've published extensively on the impact of the
22 military budget on U.S. cities and states.

23 I wish to examine the Draft EIS in light of two
24 central provisions of NEPA regarding EIS contents. They are:
25 (1) alternatives, and (2) the maintenance and enhancement of

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1 long-term productivity.

2 I. ALTERNATIVES. The only alternative
3 seriously discussed is the deployment of 100 MX missiles on 50
4 trains. The DOD regulations require that the EIS process
5 specifically take into account the alternative of no action.
6 The consideration of the no action alternative is feeble. In
7 the entire document only 61 lines of text, the equivalent of
8 one page, mention this alternative, and only 8 lines are
9 original text.

10 2. LONG TERM PRODUCTIVITY. As a railroad
11 system, what does the MX rail garrison produce, and what, if
12 anything, does it contribute to the maintenance and
13 enhancement of long term productivity? The rail garrison
14 costs each U.S. Congressional District about \$73 million.
15 dollars, and the full MX system costs each Congressional
16 District about \$60 million. The system is notable for the
17 inequality it creates. More than 380 Congressional Districts
18 will experience net losses of both capital resources and jobs.
19 Every job involved in hiding on the MX railroad will be offset
20 by the loss of more than one job in the real production
21 economy.

22 The MX railroad system will be one of the
23 perverse transportation wonders of the world. For a \$15
24 billion investment we get 25 trains averaging \$600 million
25 each in cost. The cost of one MX train is approximately

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1 equal to the annual total Federal investment in passenger
2 rail. We'll have six freight cars, and two engines per train,
3 a grand total of 150 freight cars and eight engines watched
4 over by a technological priesthood of 4300 employees, an
5 average of 172 per train. These fabulous trains only travel
6 a few times a year with no predictable schedule. The MX rail
7 garrison contributes nothing toward the enhancement of long-
8 term productivity in either passenger or freight
9 transportation, and it produces and carries nothing for
10 export, except, perhaps, a radioactive fireball.

11 Michigan badly needs productive rail
12 investment, and so does the U.S., but the MX rail garrison
13 isn't it. While oil imports have soared to 7 million barrels
14 per day, some 40 percent of U.S. consumption, Michigan has
15 abandoned almost 2300 miles of rail routes in the last 25
16 years. Michigan and other states want to build high speed
17 rail systems through major transportation corridors such as
18 Detroit to Chicago. For about \$2.9 billion a 250 mile per
19 hour rail system could connect Detroit and Chicago, and make
20 possible a one hour fifteen minute trip between the two
21 cities. The oil saving and economic spinoff would be
22 tremendous. The MX rail funds would build five super speed
23 rail systems around the U.S. Nations serious about production
24 and energy efficiency are building systems like these now.

25 The MX railroad would be a drag on U.S.

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1 productivity and efficiency already seriously compromised by
2 the existing level of unproductive military consumption.
3 As a Federal transportation investment, I nominate it for the
4 most unproductive and inefficient rail investment in the
5 history of our galaxy. National security is not enhanced by
6 such grotesque and destructive inefficiency.

7 (Applause)

8 COLONEL McSHANE: Thank you, Terry Miller?

9 COLONEL WALSH: Excuse me, sir.

10 COLONEL McSHANE: I'm sorry, Colonel Walsh?

11 COLONEL WALSH: I need to point out some
12 corrections to the last gentleman's statement. The first
13 ascertainment was that insufficient attention had been placed to
14 the No Action Alternative. I would like to point out to you
15 that the section entitled Existing and Future Base Line
16 conditions for each resource, for each base, actually
17 encompasses more volume than that given to the Proposed Action
18 and the Alternative, and that the Existing and Future Base
19 Line is the No Action Alternative.

20 I'd also like to address the second subject
21 that the gentleman brought up with respect to the
22 alternatives. NEPA requires that the Air Force consider those
23 alternatives to the Proposed Action that meet the underlying
24 need that had been identified, that is, a more survivable ICBM
25 system. It does not require us to look at other alternative

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1 uses of the money. That is the purview of the Congress, and
2 it is not the intent for us to sell this program based upon
3 the economic advantages that it may bring to a community.
4 They are incidental to the deployment. Congress will make a
5 decision on the deployment of the system based upon the need
6 for a more survivable ICBM system, not on the need to bring
7 economic vitality to any community. Thank you very much, sir.

8 MR. ANDERSON: Copies of this statement are
9 available at the sign-in table in the rear for anyone who want
10 the whole statement.

11 COLONEL McSHANE: Did you provide one to
12 the..... (Pause)

13 MR. ANDERSON: I provided two here, and there's
14 quite a bunch in the back. Probably not enough for everyone
15 in the room.

16 COLONEL McSHANE: Thank you, Terry Miller,
17 please.

18 MR. TERRY MILLER: My name is Terry Miller, and
19 I'm a resident of Bay City, Michigan. For the past ten years
20 I've had a strong and active concern in environmental matters,
21 particularly in the Saginaw Valley. I'm presently Chairman of
22 the Lone Tree Council, and environmental group founded in 1978
23 to actively oppose the Consumers Power Company's construction
24 of a nuclear power facility in Midland, Michigan. Lone Tree
25 has concerned itself with a number of environmental issues in

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the state and locally. That is why I'm here this evening.

Scientists tell us there are at least four ecological situations that demand immediate remedial action on a global scale. I want to discuss two of those.

The first is the rapid destruction of oxygen supplying life forms. As we pollute our oceans, we are diminishing one of our greatest sources of oxygen for all life. How many of us have not seen the horror stories brought to us via television: beaches covered with plastic garbage, crack vials, needles, syringes, dead and decaying rats, shellfish too toxic to eat.

The other great oxygen factory is our forests, yet these, too, are being rapidly destroyed by chain saws and bulldozers. And if the bulldozers are resisted, semesters spew forth oxides of sulfur and nitrogen, which add to high flying particles from urban smog, and are carried hundreds of miles to get dumped as acid rain on our forests and lakes.

According to a number of studies, Michigan forests and lakes are now experiencing the industrial destruction of acid rain.

A second ecological situation is the rapid depletion of our drinking water supplies. For instance, the Ogala Aquifer under the Great Plains state of the U.S. is almost exhausted. In parts of the Dallas Fort Worth area the water table has dropped more than 100 feet in 25 years. What we are not using up we are polluting. Increasingly, municipal

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industrial wastes have already poisoned ground water that many people have depended on for their supply. Love Canals are being discovered all over.

Michigan has not been untouched by these water problems. Despite efforts to clean Michigan waters, and remarkable improvements in some areas, notably phosphates and DDT, 800 toxic chemicals have been identified in the Great Lakes. Most recently, quantities of mercury have been found in Michigan sport fish. According to the Michigan Department of Natural Resources, 1500 dumps and landfills dot the Michigan landscape, 3000 facilities pump waste water into the ground, 20,000 abandoned oil and gas wells threaten water supplies along with thousands of leaking underground storage tanks.

Michigan has 50 Superfund sites with 13 proposed. In addition Michigan has 1,532 toxic waste sites, which brings us to my reason for being here.

Do we need more devastation of our forests? Do we need the leveling of 244 acres of jack pine as a result of the deployment of the MX rail garrison project? Do we need the disruption of 437 acres of undeveloped land, including wetlands, as a result of this project?

In 1987 the Michigan Department of Natural Resources ranked Wurtsmith as the fifth worst toxic site in the state. Because of the expanded water usage demanded by

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the missile system, contamination of the shallow aquifer supplying water to the Wurtsmith Base, and the townships of Oscoda and AuSable is a real possibility. Do we need the further contamination of ground water in northeastern Michigan? And for what?

A defense system that increases the likelihood of a nuclear accident and/or a nuclear exchange. A system that has been questioned repeatedly as inferior to Soviet, and a wasteful expenditure of tax monies.

In September, 1984, 19 Nobel Prize winners issued a joint statement saying that humanity faced extinction through either a nuclear war or environmental catastrophe unless we changed our ways. This statement went on to say, "What nuclear war could do in 50 to 150 minutes, an exploding population assaulting the earth's life support systems could do in 50 to 150 years."

The MX rail garrison project represents a threat to life from both perspectives, nuclear and environmental. Its existence will represent one more threat to the nearly instantaneous extinction of life on this planet. Its existence will cost hundreds of millions of dollars that could help attack the real problems of the global community: the destruction of our oceans, the devastation of our forests, the pollution of our waters, the loss of topsoil, and growing erosion of the earth's ozone layer. Finally, its existence

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will represent a direct threat to the environmental quality of northeastern Michigan.

For those reasons, the Lone Tree Council wishes to go on record supporting life. We support the No Action Alternative to the basing of the MX rail garrison system at Wurtsmith Air Force Base. Thank you.

COLONEL McSHANE: Thank you. Leona Reibling? (Pause)

COLONEL McSHANE: I've just been asked by the Court Reporter, would it be possible for those who have been reading real fast to provide a copy of the documents to the Court Reporter. Thank you. Go ahead.

MS. LEONA REIBLING: My name is Leona Reibling. I am from Northville, Michigan, a three hour trip, to speak here tonight. I represent myself as a private citizen, but also the Michigan Conference United Church of Christ. I would like to speak tonight about the ultimate environmental impact which I feel is not addressed, the impact of the use of this weapon. I'd like to remind people that this weapon--each MX has 10 warheads, 300 kilotons, 24 times more powerful than the Hiroshima bomb. To help us picture this impact, if just one MX, which its ten warheads, were to be directed at Great Britain, and I know, of course, that it is not directed at Great Britain, but if it were, with its warheads aimed at nine or ten cities such as London, Liverpool, Manchester, Dublin,

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1 Belfast, Glasgow, Aberdeen, Edinburgh, and Cardiff. Great
2 Britain would disappear from the face of the earth forever.
3 Even if no other weapons were used, the radiation would drift
4 world wide causing panic, illness, and devastation. This
5 ultimate environmental impact on the population on whom the
6 weapon is directed is not addressed, and I believe it should
7 be. Not only on that population, but what would happen in the
8 United States when radiation drifts over us too.

9 I'd also like to address the socioeconomic
10 impact. At the scoping hearing much was said of the financial
11 benefits to the community of Oscoda. Often I heard the
12 figures \$100 million would be spent here. There was much
13 excitement in the community that this money would be spent, but
14 after 1994 when all the construction workers go home what will
15 the community have? They'll have a huge barn with two
16 monstrous weapons, very few new jobs, less than 200, no
17 businesses that create new jobs, no lasting beauty will be
18 added to the environment. So, I would ask that these impacts
19 be addressed when the final Environmental Impact is written.

20 (Applause)

21 COLONEL McSHANE: Bruce Myles. Excuse me,
22 Colonel Walsh?

23 COLONEL WALSH: I would like Major Van Ness
24 to respond to the last issue that was raised by the lady
25 concerning the inclusion of nuclear war in the EIS.

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1 MAJOR VAN NESS: Well, the intention of the
2 Environmental Impact Statement is to provide information to
3 the decision makers that would be meaningful in their
4 consideration of whether to deploy the peacekeeper rail
5 garrison system or not. There have been several recent
6 Circuit Court of Appeals decisions that have indicated to us
7 that it may be assumed that if nuclear weapons are ever used,
8 the environmental consequences of the use of those weapons
9 would likely be catastrophic, and the more, to simply make
10 that statement in the Environmental Impact Statement would
11 provide no meaningful information that would assist the
12 decision maker in making his decision, he or she. They know
13 that, and they presumably are going to take that into
14 consideration. Additionally, and I say this just to
15 underscore a point, and that is that the system is being
16 deployed to reduce the likelihood of a nuclear exchange, not
17 to exacerbate or to make that more likely, and so we think
18 that it is probably not reasonably foreseeable that that would
19 occur as a result of this system.

20 MS. REIBLIN: I've never heard of a weapons
21 system being developed that was not used. This will be the
22 first time in human history if it does happen. I would ask
23 that the questions that I ask tonight about the impact of the
24 weapon on all populations in the world, including Michigan, be
25 addressed.

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1 COLONEL McSHANE: Bruce Myles, please?

2 MR. BRUCE MYLES: I'm Bruce Myles, Chairman of
3 the Iosco County Economic Development Commission. I live in
4 Oscoda along with my six kids and six grandchildren, and we
5 believe in a strong national defense here in Oscoda, and we're
6 proud to be part, and the home of Murt Smith Air Force Base.
7 We welcome the type of people it brings to our community, and
8 at this time, Mr. Chairman, I'd like to address the summary of
9 the impact relative to the wetlands worded as follows, and
10 this is in the Impact Statement: "Disturbances to the wetland
11 areas are a concern because approximately three acres would be
12 filled. Local drainage patterns would be altered, and the
13 wildlife populations inhabiting those areas would be affected,
14 therefore, long duration impacts would be moderate, but
15 significant, because of the ecological importance of the
16 habitats which would be affected, and the concern those
17 impacts would illicit from national resource management
18 agencies. Now, the action proposed by the rail garrison is
19 not likely to jeopardize the continued existence of any listed
20 species, or result in the destruction or adverse modification
21 of critical habitat. Discretionary measures to minimize or
22 avoid adverse effects of this proposed action, on any listed
23 species or a critical habitat, should be easily effected given
24 the large area of approximately 5200 acres available on
25 Murt Smith Air Force Base, and a minimal, less than 3 acres of

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1 the wetlands involved." In another area of the EIS the
2 following quote is lifted, "The jack pine forest in the
3 proposed garrison area is low quality habitat, but provides
4 good habitat for non-game species. These impacts would be
5 significant because of the ecological importance of the
6 habitats which would be affected, and the concern these
7 impacts would illicit from the National Resource Agencies."
8 Yes, we will ecologically effect some habitats, as will all
9 rail garrison activities at all candidate sites. We're not
10 talking about the destruction of any species here, but,
11 instead, the removal of a habitat for only a current
12 generation, and that alternative can be implemented consistent
13 with the scope of the U.S. Fish and Wildlife Service
14 requirements to create similar habitat within the confines of
15 the installation with the net result being no longer termed
16 detriment to any species.

17 I want to thank you people for holding the
18 hearing. We're going to send additional information to your
19 office, Colonel Walsh, and we appreciate the opportunity to
20 speak to the EIS. Thank you very much.

21 COLONEL WALSH: Thank you.

22 COLONEL McSHANE: Peg Ridgway?

23 MS. PEG RIDGWAY: My name is Peg Ridgway, and
24 I'm a citizen of Oscoda, and also a teacher in the school
25 district. I have several questions seemingly very basic to

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1 what everyone else has mentioned here tonight, that I would
2 like answered, so that if any questions arise in my classroom
3 I can answer my students honestly. First of all, in the
4 Impact Statement, were local environment agencies, such as the
5 DNR consulted, or was it only Air Force people? Number 2,
6 what permits do you plan to get for construction, and I'm
7 assuming wetlands will be a required permit. Number 3, in
8 your Impact Statement it mentions that there are eleven
9 threatened or endangered species that may be affected, and I'm
10 assuming habitat destruction, one of them being the Kirtland's
11 Warbler, the other one being the lake sturgeon. I would like
12 to know what the other endangered species are. Number 4, how
13 do you plan the disposal of solid or toxic waste. Number 5,
14 if the 244 acres of forest land, jack pine forest is
15 destroyed, how do you plan to destroy it, and also, how is
16 hazardous waste managed on the base now. I would like to read
17 a quote from the Impact Statement, "There are major water
18 resource concerns associated with this long rail connector.
19 Several dozen lesser streams and ditches would also be crossed
20 along the connecting route adding to short-term regional water
21 quality degradation. The local hydrology of some of these
22 streams may also be permanently altered." Also, when you plan
23 to fill, if you do, the 3.4 acres of wetlands connected with
24 the AuSable River, which is a wild and scenic route now,
25 designated stream, what will be the altered routes of the

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26 | 1 water underground? Thank you.
2 COLONEL McSHANE: Did you want those addressed
3 tonight, or in..... (Pause)
4 MS. RIDGWAY: Tonight definitely, if possible.
5 COLONEL McSHANE: Colonel Walsh?
6 COLONEL WALSH: I will ask Major Van Ness to
7 discuss the construction permits, to look at the solid and
8 toxic waste disposal, the generation of hazardous waste, and
9 the effect on the wetlands.
10 MAJOR VAN NESS: Well, first, concerning the
11 permitting question, and I think your question had to do with
12 wetlands permitting, we will go through the 404 permitting
13 procedure. Michigan is a unique state. Typically we go to
14 the Corp of Engineers for 404 permitting. In Michigan that
15 responsibility has been delegated to the state, and we have
16 already contacted state officials to initiate that process.
17 and, so, we are presently engaged in ongoing dialogue to flush
18 out our responsibilities under 404 which is an element of the
19 Clean Water Act dealing with dredge and fill in wetland areas.
20 And so, we will be going through that typical permitting
21 process in conjunction with your own state authorities. I
22 might add, you asked the question near the end of your period
23 dealing with the filling of the wetland adjacent to the
24 AuSable River. The amount of fill that we're talking about is
25 quite some distance from the river itself.

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1 and would not be expected to, in any way, alter the normal
2 flow of the river, it's just that it exists in the wetlands
3 plain, the floodplain and wetlands of the AuSable. As part of
4 our 404 permitting process we will be talking with the state
5 authorities a means to mitigate that, either through perhaps
6 the restoration of past wetlands, creation of new wetlands,
7 and we will attempt to do that as carefully as we can in an
8 onsite method so that we'll try to provide, in kind, the kind
9 of wetlands that we're taking from you.

10 With regard to hazardous waste, we would not
11 expect much hazardous waste to be produced from this program.
12 There is some, principally used crank case oils, in solvents
13 that may be used in servicing the motor vehicle engines, there
14 may be batteries that we take from vehicles, those kinds of
15 things. We will dispose of them in accordance with the
16 Resource Conservation Recovery Act as hazardous waste is
17 presently being disposed of at Murtsmith Air Force Base. And
18 presently what happens is it's stored for something less than
19 90 days, and then it is then transported to a re-permitted
20 treatment disposal facility by the defense reutilization and
21 marketing organization. We will continue that process, and in
22 addition, I think Murtsmith Air Force Base is presently
23 constructing a permanent repretreatment storage facility where
24 those hazardous wastes could be consolidated or remain for
25 longer than 90 days, but all of those processes will be done

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1 strictly in accordance with the Resource Conservation Recovery
2 Act Procedures.

3 COLONEL WALSH: I would now like to ask Mr.
4 Hickman to discuss about the agencies that were contacted in
5 preparing this statement.

6 MR. HICKMAN: We have, in the preparation of
7 this document, contacted most of the direct state agencies
8 involved, including Natural Resources, State Historic
9 Preservation Office, Management and Budget, Transportation,
10 and other state agencies that we used to provide data. In
11 addition, we have contacted all the county information from
12 not only Iosco County, but all the neighboring counties,
13 cities, townships, and the school districts involved within
14 the area. We have a bibliography within the document that
15 provides direct references, but we can provide a list of all
16 of the contacts that were made.

17 COLONEL WALSH: The last issue that you raised
18 was involving--it involved endangered species or sensitive
19 species. I'd like to ask Doctor Kramer to respond to that
20 issue.

21 MR. KRAMER: I'd like you to repeat your issue,
22 or your concern involving endangered species?

23 MS. RIDGWAY: Okay, in the document it said
24 eleven threatened or endangered species may be affected, and
25 the Kirtland Warbler was one of these, the lake sturgeon was

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1 the other, and nine--the other nine were not mentioned. I'm
2 assuming the bald eagle would be one?

3 MR. KRAMER: The risk of all of those, whether
4 they're federal or state, and they're category of listing is
5 found on Page 4.2-30, 4.12-30. I'd like to know where your
6 statement comes from, because we say ourselves that there are
7 no impacts on threatened and endangered species expected to
8 result from the program.

9 MS. RIDGWAY: I got it directly from the Impact
10 Statement I reviewed at the library.

11 MR. KRAMER: Well, my only answer is that as
12 far as we know there are none that will be directly affected
13 by this program, and, we, also, in our contact with the local
14 agencies, including the Michigan DNR, do have that same
15 conclusion from them. Both the sturgeon as well as the
16 Kirtland Warbler, they are not in the particular areas being
17 affected.

18 MS. RIDGWAY: Thank you.

19 COLONEL McSHANE: R. G. Pack, Mr. or Mrs.
20 Pack; apparently not here.

21 Doug Mowery.

22 MR. MOWERY: Which one here? This one? His
23 name is Doug Mowery. I'm with the Electrical Workers.

24 COLONEL McSHANE: Sir, could you lift that
25 microphone up towards you?

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1 MR. MOWERY: This one?

2 COLONEL McSHANE: The middle one there.

3 MR. MOWERY: This one?

4 COLONEL McSHANE: Thank you.

5 MR. MOWERY: Okay. I'm with the Electrical

6 Workers that represent electricians in northeastern Michigan.

7 I'd like to address the EIS potential housing shortage during

8 construction phase. In the local area we represent about 300

9 electricians, and our members have always been involved in

10 types of construction at Murt Smith Air Force Base. We have

11 many that live in the direct local area, and almost all

12 commute within working distance within a radius of about 100

13 miles. We don't foresee a great need for temporary housing

14 during the construction phase for construction workers. We

15 have enough man power available within driving distance of

16 Murt Smith Air Force Base. During peak construction some

17 workers may seek campsites, travel trailers, accommodations,

18 that's a pretty popular source of housing during that type of

19 ongoing. I'd also like to add that if the need for new base

20 personnel housing should arise, we can provide enough local

21 manpower to assist in that construction. Basically, we feel

22 we have the ability to provide whatever manpower is needed,

23 with little or no effect on the available housing in the area.

24 Thank you.

25 COLONEL McSHANE: Thank you. Dale Burley?

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1 (Pause)

2 COLONEL McSHANE: Dale Burley? Apparently not
3 here. Eva Jansson.

4 MS. EVA JANSSON: Hi, I'm Eva Jansson, Ben
5 Lake, Michigan. Hi! English is my second language, and I
6 want you to use your imagination and concentration to try and
7 understand me anyhow.

8 Well, we must know how to defend ourselves.
9 that's true, but we must also know where we defend, what, and
10 who, and in which way. For example, U.S.A. defends itself in
11 the Persian Gulf at the very same moment that 75 percent of
12 the U.S.A. population don't know where the Persian Gulf is on
13 the map. It's the same. I hope that's not 75 percent of the
14 militaries. It's the same situation with Nicaragua and maybe
15 the history has repeated itself from Vietnam. So U.S.A.
16 defends itself in other countries where people speak other
17 languages and live in different cultures that many of the
18 U.S.A. people don't know anything about. If the people
19 with--economically and military people in U.S.A. wants to keep
20 the power--want more, it's very clever of them to keep the
21 people unaware, because it's more easy to get workers to build
22 on, and handle with MX missiles if they don't have any
23 relation to their world outside the U.S.A. Then they don't
24 know what culture they try to frighten, destroy, or whose
25 mother, father, brother, sister, or friend they're going to

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1 kill by working with the MX missiles, so, that's the

2 situation. It's up to the people here. If you want to

3 continue on this decline of the human mind, or if you will go

4 together and turn it to an incline by back up each other for

5 other works than in the death trains. The money to pay your

6 salary exists, so, do other kinds of work. U.S.A. truly, needs

7 to have a lot of work done. We can continue on the question

8 what and who do you defend, maybe your answer is freedom.

9 That could be freedom to speak, freedom to health care.

10 freedom to high education, and other freedom that rich people

11 have in the U.S.A., so, it's obvious where you can create more

12 than those new jobs that is offered to this area. Freedom for

13 even poor people, for women, minorities, children, illiterate

14 persons, I can make the list longer, and if you create work

15 for these needs, I'm sure you'll create more peace than with

16 your MX missiles. You call them peacekeepers, but the best

17 peacekeepers in world are we, the human beings, by working and

18 sharing life together. I know it's very hard to break the

19 economical wheel that you represent, but some do it, and I

20 want you to know that we welcome you with open arms, real

21 human arms, not your arms, which include MX missiles. You

22 must know that you don't have to do this. Kids all over the

23 world already have nightmares. I certainly hope that your

24 fear that makes you place bases and weapons here in Michigan,

25 and in Europe will fly away from you, because we don't want

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1 you there, and we already told our kids that their nightmares
2 won't come true. Thank you.

3 (Applause)

4 COLONEL McSHANE: Henrik Gothberg.

5 MR. HENRIK GOTHBERG: Hello! My name is Henrik
6 Gothberg, and I'm from Sweden. And first, this name
7 peacekeeper, I think that's been actually more about the
8 Orwell novel (Sic) in 1984, to let you know living about the
9 truth is all (Sic). Well, Hello. I don't know if all of you
10 know where my country is, but anyhow, I will tell you that you
11 will find it in the northern Europe between Norway and
12 Finland, very close to Dan the terrible's country, or maybe I
13 should say the terrible Soviet Union. So, if, or maybe I
14 should say when the MX missile will be launched from Michigan,
15 I could stand out on my lawn, and knowing that the missiles
16 that are passing above my head will bring death and
17 destruction to people in the Soviet Union, and I will also
18 know that once I met the people that are directly responsible
19 for preparing the launching of the missiles. The absence
20 of war in Soviet Union, Europe, and North America doesn't mean
21 that we live in peace, certainly not. Instead, we live in
22 violence (Sic) and terror that nobody has control over, and
23 for every step that governments around the world are taking to
24 increase the threat of terror, we are coming closer to nuclear
25 war. And it is exactly that kind of a step that people, the

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1 people that true (Sic) with the development of Murt Smith Air
2 Force Base are taking. I am now traveled around the world,
3 and I met wonderful people everywhere. And through my
4 traveling I know no persons--I have personal friends in more
5 than 20 countries all around the world, and I could see how
6 the awareness of people is rising everywhere. People are
7 beginning to understand what kind of disaster we have been
8 organizing for many years. For example, people in New Zealand
9 said no to nuclear missiles, and the government followed (Sic)
10 the idea and made the whole island to nuke free land. The
11 majority of people in Australia now want to close all 39
12 of the U.S. bases all over the large island. People in
13 Greece, Spain, and Lebanon have, for many years, tried to take
14 away military bases, but so far has the U.S. government
15 threatened them with embargos and other tricks, but soon I
16 know the people will be heard, and U.S.A. will understand
17 that its bases are unwanted in Europe. U.S. Air Forces are
18 using an increase of job situation to convince the local
19 population here how positive the development of the Murt Smith
20 Base would be. That's true, the Air Force has a lot of money,
21 and jobs will be created, but what U.S.A. need is more jobs
22 created, and more money spent in fields like education and
23 health care, not another expense of development of terror.
24 Thanks.

25 (Applause)

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1 COLONEL McSHANE: Matta McGarvey.

2 MS. MATTIA MCGARVEY: My name is Matta McGarvey,
3 I'm from Harbor Springs, Michigan, and I'm going to make a
4 more general statement this time than I did last time, since
5 many of the socioeconomic issues I raised last time were not
6 seen to fall within the definition of the Environmental Impact
7 Statement.

8 I don't know how he can raise in three minutes,
9 issues I've studied for seven years. During my last year in
10 college, studying in Oxford, England, in 1980, when cruise and
11 pershing missiles were just going to be built and deployed in
12 Europe. I was absolutely humiliated by my ignorance about U.S.
13 policy, and U.S. military plans. The average person in Wales
14 running a bed and breakfast, a woman who had barely completed
15 high school knew much more than I did. I was so humiliated by
16 that, as an almost college graduate from the University of
17 Chicago, I resolved to educate myself after graduation when I
18 got home. There was a seminar that fall at the University of
19 Chicago on nuclear weapons. I heard the late Herbert Scoville
20 speak. He was a high ranking former CIA official now
21 deceased. He wrote a book which I have here, and would
22 encourage you all to read. It's called MX, Prescription for
23 Disaster. The title should tell you something. That seminar
24 opened my eyes permanently, and I've been very active since
25 then. I learned first about how the MX is a first strike

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1 U.S. Air Force. I learned about the vulnerability of our land
2 based triad. I learned about silo-busting capability,
3 circular error or probability (Ph), many important technical
4 points which make the MX a fatally flawed system, but I also
5 learned that the world is not black and white and the world
6 is not good and evil. I've resolved to study and learn more.
7 I applied to do my PhD at MIT in political science in a
8 program of arms control and defense policy. I opted to run a
9 campaign for U.S. Congress. I've organized educational
10 programs, talked, learned, read. I've also traveled, and I
11 spoke of that last time in April. I wept at the Berlin Wall,
12 seeing people imprisoned in East Germany. I went to
13 Honduras, and wept at the poverty, malnutrition, starvation
14 resulting from the practices of U.S. businesses, and the
15 repression from our country's military occupation of Honduras,
16 and military occupation is how Hondurans perceive the U.S.
17 military presence, a striking parallel to what people in
18 Czechoslovakia said about the Soviet military presence when I
19 was in Czechoslovakia.

20 It's commitment to education, talking,
21 participating, that's democracy. It's a heavy burden of
22 responsibility to educate one's self, and the previous hearing
23 in April was absolutely shocking. The only people who showed
24 specific knowledge besides Air Force people, spoke against the
25 MX. You can't learn much about the MX in a 30 minute Air

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Force presentation, or in one of the many stud. groups I've
lead or attended. If private citizens like myself gain an
educational forum in Decade on the MX, how many would come?
How much support do you think we'd get? We must educate
ourselves for democracy to work. When we do educate
ourselves, we see many problems. Weapons systems presented as
for our defense and the so-called protection of democracy. But
some of these weapons protect nothing but the profits of the
defense contractors, and the growth of the armed forces. We
who are committed to this process become the focus of attack,
labeled anti American, communist sympathizers. Why? Why, when we
take the responsibilities of democracy seriously, and educate
ourselves, are we labeled fanatics by so many? This hearing is
a farce, a milk bone for the public to chew and make them feel
like they have a democracy, and have participated in it. This
about 17, the first ten minutes were spent telling us how we
could and could not express ourselves, whether we could or
could not stand, that some people couldn't stand here and
silently, and respectfully expressing themselves, what issues
could and couldn't be raised, according to the definitions of
the Environmental Impact Statement. That's freedom? That's
a limit of three minutes for everyone except Air Force
officials. That's democracy? But it's what we want. We want
the form of democracy without the substance. We want to be
given rules and guidelines, and be told what to do, how to do

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it, how to say it, because then we don't have to be respon-
sible. We don't have to put in the huge commitment of time
and energy education requires. Then we can say, there's
nothing we can do. I can't do anything, I'm only one person,
I didn't have any choice. And then the next Hitler comes to
power, only this time he has nuclear weapons. But we had no
choice. And there is nothing we can do to stop the
destruction of the planet earth.

COLONEL McSHANE: Ma'am.

MS. MCGARVEY: I will be just 30 seconds more.

Please grant me equality.

COLONEL McSHANE: You've had an extra minute
and a half.

MS. MCGARVEY: I will be done in 30 seconds.

How much of our tax money was spent to fly Colonel Walsh and
staff here, spent on people who researched and wrote this
statement? How many Air Force personnel are paid to come and
talk to us? No one even encourages, let alone pays us to
research and raise questions, to get time off work to drive
here. I'm very sorry. I will be 30 seconds more.

COLONEL McSHANE: Ma'am, please sit down.

Let's be fair about this.

MS. MCGARVEY: I know it's futile to be here.

I know what I say won't matter. The issues I brought up at
the last hearing were ignored. Think about it. Why am I

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here, nervous and scared to speak to public. What motivates
us? Please, think about it. What makes us up against the
mass of bureaucracy and inertia of Congress in the same case?
Only if we educate ourselves will we be able to distinguish
between good and bad.

COLONEL McSHANE: Please sit down.

(Applause)

Whereupon Ms. McGarvey continued talking while
being escorted to her seat, but could not be heard above the
noise created by the audience.

COLONEL McSHANE: Please sit down.

MS. MCGARVEY: I'm sorry I had to do that.

COLONEL McSHANE: The hearing will end at about
a clock. We've got several more people who have expressed a
desire to speak, so, let's please not infringe upon their
rights to speak. Richard Skochdopole. I'm sorry, I'm
probably mispronouncing that.

MR. RICHARD F. SKOCHDOPOLE: You did a very
good job.

COLONEL McSHANE: Thank you.

MR. RICHARD F. SKOCHDOPOLE: I want to thank
you for the opportunity to speak tonight. I'd like to make
two statements, and ask two questions. First of all I'd like
to state my feelings that the MX missile system is designed to
fight a nuclear war, and not for nuclear deterrence to prevent

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a nuclear war. I don't think this is within our stated
government policy of nuclear deterrence. If this policy has
been changed, I think the public should be made aware of that.

My second statement is that I feel it's not
sensible to choose a crowded area, for instance, the Midland-
Bay City-Saginaw area, with 250,000 people as a potential
deployment site for launching nuclear missiles.

The third one, I'd like to ask a question.

Will the EPA hold a hearing on the EIS? What will happen to
it? Who will act on it, and who will decide the alternatives?

And fourth, the building of bridges, which I
understand will be done across some streams is known to
severely degrade the stream quality. Has this been considered
and provided for so that long term sedimentation does not
occur at these bridges that will be built?

COLONEL McSHANE: Colonel Walsh?

COLONEL WALSH: With respect to your question

on the EPA, the EPA will, and has already been provided copies
of the statement, which they will review and render their
findings to the Air Force. And that will also be an input
into the process, and we will incorporate their findings, or
their recommendations in the final Environmental Impact
Statement. It is the intent of the Air Force, first of all,
to conduct hearings at the other locations. We've already had
two hearings, at Berkendale, and at Dyess Air Force Bases, and

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1 we will now have hearings at the other eight installations in
2 the next two weeks. The public comment period, however, will
3 extend until the 31st of August, and so the public that is
4 present here tonight, or was unable to get here tonight, is
5 invited to send in their comments on the EIS to my office, and
6 each comment that we receive will be given the same
7 consideration as those that were given here tonight. That, of
8 course, pertain to the adequacy of the EIS. We will then
9 incorporate those comments as necessary, and put into the
10 Final EIS that will be available to be filed with the EPA at
11 the end of this year. Now, the decision makers will be
12 provided this EIS, and we're talking about the decision maker
13 being the President, and the new administration, and his
14 secretary of defense. So, he will have the knowledge on the
15 environmental consequences of his action, both on a national
16 level, and on a site specific level, as well as the possible
17 safety aspects of the system when he makes his decision on
18 whether or not to deploy this weapons system. Naturally, in
19 considering, in addition to the EIS you have other
20 considerations to take into a count, including how it fits
21 into the overall national budget, how it fits in with the
22 overall strategic plan, what the costs are, what the manpower
23 requirements are. All these will be considered in addition to
24 the EIS that we will prepare. I should point out, the purpose
25 of this EIS is not to, on the political aspects, solve

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1 been brought up here tonight, but purely to represent the
2 environmental consequences, and that alone. Thank you.

3 MR. SKOCHDOPOLE: Thank you. I had one more
4 question about the bridges, and sedimentation around the
5 bridges.

6 COLONEL WATSH: Where we do have a potential
7 for sediment to be destructive on the rivers, etcetera, we
8 will start developing appropriate mitigative actions, very
9 similar to what we did at F.F. Warren Air Force Base where we
10 had the similar potential. Some of the things that we can do
11 there would be build larger span bridges so that we aren't
12 actually digging adjacent to, or in the stream itself, or
13 building well, there are various methods with which we can
14 take that particular issue on, but we will be taking that into
15 account in presenting it as a mitigation in the EIS, and if
16 that a particular base is selected which has that potential,
17 then we'll incorporate those mitigative measures into the
18 appropriate contracts for construction. Thank you.

19 MR. SKOCHDOPOLE: Okay. Thank you very much.

20 COLONEL McSHANE: Willard Hunter, please?

21 MR. WILLARD HUNTER: In Goldsboro, North
22 Carolina, January 24th, 1961, a B-52 fell apart in midair, and
23 released two 24 megaton nuclear bombs. One bomb was never
24 found. The second bomb was recovered and studied. Five of
25 its six safety devices had failed.

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1 In a crash of a B-52 into the ocean, perhaps
2 similar to what we have had at Norfolk, it destroyed at
3 hit three nuclear bombs. As our Force General commented, it
4 is possible that a part of eastern England would have become a
5 desert had the TNT exploded in those weapons.

6 Nuclear weapon accidents occur.

7 The peacemaker missile program will cost the
8 U.S. taxpayers in excess of \$30 billion. This cost is more
9 than the B-1 bomber program. It is the most expensive missile
10 program in American history on a per unit basis. It promises
11 a new, untested delivery system. Never before in U.S. history
12 have nuclear missiles armed around the U.S. not to be used
13 been launched from national bases. From a national security
14 perspective you may find this very desirable, or, alternatively,
15 but from a public safety perspective it is frightening and
16 loaded with potential danger. With this basing mode we have
17 more to worry about from our own Air Force than from Soviet
18 missiles.

19 This evening hearing is for citizens to
20 respond to the Environmental Impact Statement released to the
21 public just two weeks ago. Your schedule suggests that it is
22 not the final hearing. I presume the EPA will conduct the
23 formal hearings.

24 The purpose of an EIS is to provide in a single
25 document evidence supporting the sponsor's viewpoint that the

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1 sponsor's proposed action is environmentally safe. That
2 document should provide, beyond the shadow of a doubt,
3 evidence that all reasonable and many unreasonable
4 contingencies have been considered and planned for.

5 Gentlemen, in that context, what you have
6 submitted as an EIS is not acceptable. It fails to support
7 your proposed action.

8 An EIS must contain three elements:

9 First, a major element detailing evidence and information
10 collected for evaluation.

11 Second, a segment showing how you used the information to
12 predict what will happen based on the action you want to take.

13 Third, a segment that compares your action against the No
14 Action baseline.

15 If done well, an observer can look at the
16 evidence collected, and have confidence that it was analyzed
17 intelligently, and agree with your conclusions.

18 In this single volume, the Air Force has gone
19 to some length regarding the second and third segments. There
20 is, however, little or no data to support your conclusions.
21 You have chosen, for some unknown reason, to totally exclude
22 the background information upon which you base your decisions.
23 It is impossible to have confidence in the safety of your
24 program without this input. How can we agree or disagree with
25 your conclusions without seeing the evidence collected to

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1 support your case?

2 We would expect, for example, documentation for
3 each base at least as thick as the single document you
4 supplied for the whole program.

5 The entire EIS is full of generalizations that
6 need support. Examples include:

7 First, for an expanded rail system you are considering
8 construction of a new spur. You say, "The most western three
9 miles would be located near the urban area of Midland,
10 Michigan." Specific land use in this area is unknown, but
11 there could be a conflict with inhabited buildings on the
12 eastern edge of that town. I ask you, gentlemen, what kind
13 of analysis is that?

14 COLONEL McSHANE: Mr. Hunter, time. Thank you.
15 I notice you did submit a copy of your letter to the Reporter.
16 Thank you. Joan McCoy.

17 COLONEL McSHANE: Excuse me, sir.

18 COLONEL McSHANE: Sir.

19 COLONEL McSHANE: I'd like to respond to some of
20 the issues here, please. In our statement you made several
21 assertions which I'd like to respond to. The first one is
22 that the actual cost of this system is not as much as
23 identified, but rather between 10 and 15 billion dollars. The
24 second item you suggested that the system had not been tested.
25 I should point out to you that there have been 17 successful

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1 launches of the peacekeeper missile. Each one of those has
2 been extremely successful, and the missile has performed much
3 beyond our expectations. In preparing the EIS, it is, in the
4 EPA rules, the requirement that we make the document as
5 concise as possible so it is a more usable document rather
6 than loading it down with data. We have attempted, in putting
7 this together, to make it as readable as possible, while
8 putting enough information in there so you may draw your
9 conclusions. Naturally, if you feel in certain areas we
10 haven't provided sufficient background data we would be most
11 interested in that so we can correct that deficiency. But our
12 main goal here was to make it a readable, a useful document.
13 The last issue that you raised was with respect to the rail
14 spur. This EIS was not to look at the rail spur or the
15 alternate egress route alternative. We were just identifying
16 that as a possible future option should a need for a second
17 egress route ever materialize. At this particular time we do
18 not have a need, in fact, we do not feel that we ever will
19 have a need, but we needed to identify that as a potential
20 future option, and at that time we would do the detailed
21 siting studies to identify the various routes that are
22 available to us, and then we would conduct an environmental
23 impact analysis process where we would invite the public,
24 again, to give us their comments on the various routes
25 available to us. We were just identifying that as a future

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1 option, and generalizing that the impacts associated with that
2 future option might be in this EIS. Thank you very much, sir.

3 COLONEL McSHANE: Joan McCoy.

4 MS. JOAN MCCOY: Before you start the clock I'd
5 like to say you don't have to answer my questions tonight.
6 I'll wait for the draft. I don't like seeing the precious
7 time taken up. And I also have a question I think may be the
8 audience may have.

9 COLONEL McSHANE: Time is running, as any.

10 MS. JOAN MCCOY: Well, if we don't get any
11 statements in, and we send it to you, do you stop after
12 three minutes reading them?

13 (Applause)

14 COLONEL McSHANE: Proceed as any, your time is
15 running.

16 MS. JOAN MCCOY: I would like to speak. I don't
17 like to put my back to my friends and colleagues here, sir. I'd
18 like to speak to the whole audience, the majority, as well.

19 COLONEL McSHANE: We need it to get down to the
20 microphone so that it can be recorded.

21 MS. JOAN MCCOY: Well, we can move this maybe a
22 little bit.

23 COLONEL McSHANE: Please, don't move it, ma'am.

24 MS. JOAN MCCOY: Well, my mother taught me it's
25 not polite to turn my back on people. I do have a few

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1 questions that the draft didn't answer. What is the width of
2 a box car, the weight of the train and missile? What is the
3 wear and tear on the tracks, the center of gravity? How about
4 sabotage by terrorists? And how about traveling through
5 nuclear free zones along the route? And I'd also like to
6 share some facts that I found in the Detroit News, it was a
7 series that was done in April. The title was, American
8 Railroads Tracking Toward Trouble. And they call the poisonous
9 explosive and flammable chemicals, in increasing amounts, are
10 hauled across the railroads of America in giant tank cars
11 aboard trains that frequently run with broken equipment over
12 substandard track in the control of tired, and sometimes
13 drugged engineers. 900,000 carloads last year.

14 Last year 2,525 railroad accidents occurred in
15 the United States. 56 of them caused release of hazardous
16 cargo.

17 As an example, Dow Chemical runs a weekly
18 explosive poisonous cargo from Freeport, Texas to Midland,
19 Michigan. It goes through my backyard. It is called the
20 Death Train or the Bomb Train by the Michigan Department of
21 Transportation.

22 Most fire departments are poorly trained to
23 respond to a railroad chemical spill, and often they have no
24 idea what dangers regularly roll through their towns. A
25 report prepared by the Office of Technology Assessment in

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Washington say volunteer firefighters have little expertise in handling chemical accidents. It states that they probably have not heard that the simplest equipment for dealing with a hazardous material accident includes tennis shoes and binoculars. Tennis shoes to run away, binoculars to read the hazardous material placard from a distance before calling for expert help. Michigan has no laws regulating hazardous material training for firefighters.

Fatigue, boredom, stress are common complaints of locomotive engineers. They are assigned trains on short notice on an on-call system, and they run them alone, and sometimes in the dark for as long as 12 hours, with an 8 hour minimum between shifts. "If you have to understand," said one engineer, "there's no relief for us." A report by the go ernment's General Accounting Office showed that one in five crews involved in train accidents during 1987 tested positive for drug and alcohol use.

When things break, they sometimes cause train accidents. A Federal Railroad Administrative report notes: 64% of BNSF Conrail locomotives inspected had at least one safety defect. Soap signals were defective. Of the locomotives inspected....

COLONEL McSHANE: (Interposing) Excuse me, Ms. McCoy.

MS. MCCOY:85% had defective soap signal

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warning systems.

COLONEL McSHANE: Ms. McCoy.

MS. MCCOY: I demand my constitutional right to speak.

COLONEL McSHANE: Ma'am?

MS. MCCOY: 12% of the 17,000 inspected freight cars had defects such as fault, broken brakes.

COLONEL McSHANE: Ma'am, please sit down.

MS. MCCOY: Of the 7,820 tank cars which carry hazardous material, 8% were found with mechanical defects.

COLONEL McSHANE: Ma'am, would you please....

MS. MCCOY: Looking at BNSF tank cars for problems in cargo tanks and valves, 1 in 5 were found with a defect.

COLONEL McSHANE: Ma'am, please.

MS. MCCOY: It's been called the possibility of our greatest tragedy....

COLONEL McSHANE: (Interposing) Ms. McCoy, please, sit down.

MS. MCCOY:knowing human nature it's just a matter of time before we have a railroad accident that cannot be dealt with. Critics say we're just....

COLONEL McSHANE: Ma'am, will you sit down.

MS. MCCOY:one derailment away from a tragedy like Bhopal, India....

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COLONEL McSHANE: Ma'am, please sit down.

Office?

MS. MCCOY:that killed 2,800 people and injured 200,000....

COLONEL McSHANE: Escort Ms. McCoy.

MS. MCCOY:others in 1984.

These are a few of the problems with our railroads, and I say no to Ms. keep them off our railroads. (Applause)

COLONEL McSHANE: Lois Hartzler. Ma'am, I would remind all speakers, three minutes.

MS. LOIS HARTZLER: I'm Lois Hartzler, from Lake (Ph), Michigan, and I traveled three hours to get here. I work with alcohol and drug programs in an eight county area, and I want to talk about the environmental impact on our young people, and what are we offering them, and the hypocrisy. We tell young people, just say no to drugs, and I listened on the news yesterday, and you're asking me to trust you, and the Air Force has admitted that their pilots use Dexedrine to stay awake, and if they cannot sleep they use Seconal, and that was on national public radio within the last two or three days. Young people are going to college. They want to work on jobs that have something to do with life. I know engineers who have graduated, and they go looking for jobs. One young man went three places, and in each job interview they asked him,

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"What would you do if you were faced with pushing the button? Would you be willing to do it?" And that was part of his job interview. They go to church, and they hear these words, "I set before you this day, life and death. Choose life that you may live."

One other thing I would like to point out. Michigan has been chosen as the place to store hazardous waste. They're looking at Hillsdale and Branch County. The people down there do not like it. They are afraid it is not safe. The nuclear waste from seven states? Illinois jumped out of the compact because it looked like they were going to be chosen. Michigan is at--how much fresh water of the whole world is here? Somebody knows that percentage. It would cost a lot to build that facility to store that waste. We will be soliciting nuclear waste from other states to come to Michigan and live with us here. It is insane. And if you want to go to the Hillsdale County Fair on a Thursday night, along with all of the displays of the cabbages, and the 4-H kids, there's going to be a panel discussion. And we've had our Legislators, somebody from the Governor's office, somebody from the Health Department, if they will come, to discuss the fact that this nuclear waste is not safe, and there's a scientist coming from Minnesota who has written books on it. And this is what we're showing our young people? I see young people who cannot get into drug treatment programs because

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1 there is no money. I accept parents who come to me who have
2 no insurance and their children--I was in a court in this
3 county three men, all for drunk driving, each had been
4 unemployed for a year. They had not had--they had a clean
5 record ten years prior to that. Alcoholism is connected to
6 poverty, and what we're offering people is death instead of
7 life. If we could afford the risk that you're presenting us
8 today--I know that peace has its risk, but I think we can
9 afford the risk of peace, and that's what I urge us to take--
10 take that risk instead of the risk that you are presenting to
11 us today. Thank you.

12 (Applause)

13 COLONEL MCHANE: Rosalie Troester?

14 MS. ROSALIE TROESTER: I'm Doctor Rosalie
15 Troester, an Assistant Professor of English at Saginaw Valley
16 State University. I am here today as a private citizen. I
17 have one comment, one suggestion, and one question. As a
18 redeemer (Ph), and a technical writing teacher, I have a
19 comment about the EIS. First, there is a difference, as I'm
20 sure all technical writers know, between generalization and
21 being concise. Second, if as Lieutenant Colonel Walsh said in
22 Doctor Anderson, economics is not an important consideration,
23 that the only consideration is defense, why, in the
24 Environmental Impact Statement, did economics take pride of
25 place in the presentation we saw tonight. My suggestion

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1 is that we hold environmental hearings in every city that M
2 rail system trains will practice and travel, in addition to
3 the environmental hearings which we've had tonight at
4 Murtseith. My question goes along with the same safety
5 question. If the rail garrison system has negligible danger
6 of explosion while on the tracks, why is there a large safety
7 area on the base where they will be housed? And I would like
8 that question answered in the Final Impact Statement. Thank
9 you.

10 COLONEL MCHANE: Glenia Snider?

11 MS. GLENIA SNIDER: Good evening. My name is
12 Glenia L. Snider, and I reside in Midland, Michigan. I have
13 come here today because I have some urgent concerns about the
14 Peacekeeper Rail Garrison Program proposed by President Reagan
15 in 1983, and now being studied by the United States Air Force
16 for implementation by 1991.

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17 My concerns and observations are not those of a
18 person with background and training in science, but as I have
19 read portions of the Environmental Impact Statement, and also
20 a program review issued by the House Armed Services Committee
21 in March, '88, plus several other articles, my concerns grow.
22 They range from the big picture, of huge and very deadly
23 ICBM's roaming around the countryside, and through our cities
24 on a regular basis for maintenance, to the very small picture
25 of the destruction of Michigan Jack Pine forests, habitat of

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1 the endangered Hurland's Warbler, and destruction of
2 important wetland areas, and of the wildlife population
3 inhabiting these areas.

4 I feel that the citizens of Michigan, as well
5 as citizens of the entire United States need to have many
6 questions answered before any decisions on implementing the
7 Peacekeeper Rail Garrison Program is made.

8 Some of these are:

9 First, has it been shown that the 125,000 or more miles
10 of commercial railroads will be able to safely handle these
11 missile cars, which are much heavier than normal cars, and at
12 70 plus feet long, are a third longer than the usual 55 feet
13 for a normal car.

14 Next, how has it been shown that a deployment time of two
15 to six hours could be in any way surmountable or even effective,
16 when Soviet ICBM's attack 30 minutes after launch.

17 Another Question: From our inquiries, it
18 appears that the Michigan Department of Natural Resources has
19 not, in any way, been contacted or notified about the Rail
20 Garrison Project proposal, at least on a local or district
21 level, even though its construction and implementation will
22 damage and destroy some important forests, wetlands, and
23 habitat of endangered species in Michigan. Why not?

24 Now some questions about the future second rail
25 connector discussed on pages 4.12-43 to 46. Why would a

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1 second rail line be needed, since it appears to run nearly
2 parallel to the present line? The construction of this new
3 line would be very costly, and very environmentally damaging,
4 according to the EIS. It details the construction of 13 large
5 bridges over pristine recreational rivers, through fishing
6 easement areas, near two dams, roadside ports, etcetera.

7 And my last question is being asked by many
8 people in Midland, and has already been asked tonight. There
9 is a reference on page 4.12-43 which states as follows: The
10 most western three miles (36 acres) of right-of-way would be
11 located near the urban area of Midland, Michigan. Specific
12 land use in this area is unknown, but there could be conflict
13 with inhabited buildings on the eastern edge of that city.
14 Why is nothing known about this area if such a supposedly
15 carefully detailed and complete study was made? Thank you.

16 COLONEL WALSH: I would like Colonel Branch to
17 respond to the first question with respect to the mileage.

18 COLONEL BRANCH: Yes, ma'am, you asked the
19 question about is it in fact safe for these trains to operate
20 on 120,000 plus miles of track that we have characterized as
21 suitable for the rail garrison, and the answer to that is yes,
22 indeed. Specifically, we asked the railroad industry to tell
23 us, through a survey, whether or not they had the kinds of
24 track that was suitable for the weight and size of this
25 particular car. As you pointed out, the missile itself is 71

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1 feet long, and weighs 195,000 pounds, so, the car ends up
2 being approximately 89 feet long, about 17 feet high, about
3 10.2 feet wide. That turns out to be a car of the size that
4 used by the thousands on the railroad today. We didn't know
5 that when we started out, but we went to the rail industry,
6 and, in fact, there are many thousands of those kinds of cars
7 that are called either a three tier auto rack, or a high O
8 (ph) boxcar, or an auto parts hauler of that size and
9 configuration, the railroads routinely use, so, indeed, this
10 particular configuration will fit on, safely operate on, as
11 they do now, the many thousands of miles, at least 125,000
12 miles available (Ph).

13 I would also like to address the question as to
14 the strategic warning aspect of operating a train. Where, on
15 talked about, you know, the hours to deploy, in as much as the
16 Soviet missiles could attack within 30 minutes. In order for
17 the Soviets to attack, they would need to do things called
18 preparing for attack, which we feel we have very, very high
19 confidence of knowing about. We see this as a situation
20 similar to the Cuban Missile crisis, when world tensions
21 escalated. The Soviets did not have a great deal of their
22 forces in strategic readiness. We have very high confidence
23 that we would detect that, in fact, that probably, takes days
24 and days for their forces to be brought to readiness, at which
25 time we would have plenty of orderly opportunity to deploy on
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1 trains on the rails. Additionally, the trains have the
2 capability of being launched from the garrison location if--
3 it would be very unlikely to have a bolt out of the blue
4 attack. They can....

5 MS. SNIDER: (Interposing) Front launch (ph).

6 COLONEL BRANCH: From the....

7 MS. SNIDER: (Interposing) Front launch (ph).

8 COLONEL BRANCH:front--yes, it could be
9 promptly launched, just as--they're on full alert just as
10 their silo counterparts are. Colonel Walsh.

11 COLONEL WALSH: I would like to go to the
12 last question concerning the adequacy of the environmental
13 consequences of the second egress route. As indicated before,
14 we do not, at this time, feel it's necessary, but we wish to
15 advise you that as the threat perhaps changes we may be
16 warranted in going with a second egress route. Naturally, the
17 detail of the analysis was not the same. We generalized the
18 consequences; we could not be precise because there may be
19 many routes available to us within that corridor that we
20 identified in the document, and only when we actually give you
21 the precise routes within that corridor could we then tell you
22 what the impacts, precise impacts might be. I feel, as a
23 consequence of some of the concerns that were raised here,
24 perhaps the word unknown was inappropriate. It was just that
25 we could not be precise as to what impact we might hit. It
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1 all depended upon the routing that that line took near Midland
2 itself. Thank you.

3 COLONEL McSHANE: Harold Lenhart?

4 MR. HAROLD LENHART: My name is Harold Richard
5 (Sp) Lenhart. I'm a medical student from Saginaw, and also a
6 member of Physicians for Social Responsibility. I'm here
7 because I'm concerned that great care has been taken to
8 increase the survivability of the missile system, and that too
9 little care has been taken to increase the survivability of
10 the residents and the eco-system (Ph) of the great lakes. In
11 this summer of heat, and drought, and medical waste washing up
12 on our shores, we should be especially cautious about adding
13 to the burden of pollution that our world must bear. Animals
14 do not soil their nests, and let here we, once again, place
15 our eco-system (Ph) at great risk. Physicians for Social
16 Responsibility has shown that the destructive power of nuclear
17 weapons is released long before war might begin, a concept
18 referred to as the destruction before detonation. This term
19 comprises the broader social, economic, political and health
20 consequences of the nuclear arms buildup.

21 On a national level, more weapons means more
22 expense and more eventual nuclear waste to dispose of.
23 Radioactive waste continues to accumulate in Michigan, and the
24 center of the great lakes should not become the midwest center
25 for nuclear waste disposal.

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1 Too little has been said about the security
2 needed for rail garrison nuclear missiles. They would be more
3 vulnerable to accidents, sabotage, terrorism, than silo-based
4 missiles. The railroad lines, themselves, are often poorly
5 maintained subjecting missile latent (Ph) cars to derailments.
6 If radioactive isotopes were released locally due to an
7 accident, studies show that the medical system is woefully
8 unprepared to respond adequately.

9 Locally, what is the psychological effect on
10 children who discover that nuclear missiles are in their
11 neighborhood. Perhaps some will see the program is partially
12 good bringing in needs jobs and monies in their area, but
13 studies have shown again and again that arms spending
14 generates far fewer jobs and wealth than equal funds spent on
15 health care or education. Michigan has often lost more on
16 taxes than it has gained in military spending in the state.

17 The MX should not be garrisoned at Wurtsmith,
18 nor, indeed, anywhere. The risks and the costs are too great.
19 And my question is: What do studies show about the long-term
20 effect of property values when nuclear missiles are moved into
21 an area?

22 COLONEL McSHANE: Colonel Walsh, is that a
23 question that you can answer at this time?

24 COLONEL WALSH: Yes, sir. In our analysis of
25 this type of activity, we have found the additional demand for
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1 housing has either encouraged the--either the additional
2 construction of the housing or has raised the prices of the
3 houses, or it has been a beneficial impact by taking otherwise
4 unoccupied or available houses. So, we have not seen, in our
5 period of time in monitoring the effects of such activities,
6 any adverse impact upon the value of homes in any region, and
7 we have done significant monitoring on this, for instance, as
8 in Cheyenne, Wyoming, where we've just recently, deployed the
9 Peacekeeper in the Minute Man Silos Program. Thank you.

10 COLONEL MCSHAHE: Ladies and Gentlemen, we will
11 conclude the proceedings at this time. Please remember that
12 you have until 31 August, to submit written materials to be
13 included in the transcript of the hearing. Once again, oral
14 and written statements, or comments will be afforded equal
15 weight. Officials of the Air Force appreciate your efforts to
16 come out tonight and contribute your views to this public
17 hearing. We thank you for your attention. Please be assured
18 the Air Force decision makers will carefully consider each
19 viewpoint raised here tonight when deciding the ultimate
20 course of action on this proposal.

21 This hearing is adjourned at 10:00 p.m.
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1 STATE OF MICHIGAN:
2 ss.
3 COUNTY OF IOSCO)

4 I certify that this transcript, consisting of
5 102 pages, is a complete, true, and correct transcript of the
6 proceedings taken on July 28, 1988.
7

8 DATED: August 9, 1988
9

10 *Anna R. Gray*
11 ANNA R. GRAY, CSR/CER
12 Certified Court Recorder (2585)
13 5252 West M-55
14 Tawas City, MI 48763
15 5911 384-58-2248
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4 DOCUMENTS POSTMARKED AND RECEIVED AFTER 31 AUGUST 1988

This section includes documents postmarked and received after the 31 August 1988 public comment deadline. They are shown in the order they were received, four sheets to a page. Responses to the comments identified in these documents are provided following the documents. Relevant information contained in these documents has been incorporated, where appropriate, into the Final EIS test.

DOCUMENT 511

Christina Gregoire
~~WASHINGTON STATE~~
 Governor



STATE OF WASHINGTON
 DEPARTMENT OF ECOLOGY

600 North Capitol Way, 12th Floor • Olympia, Washington 98504-0001 • (206) 437-2200

August 30, 1988

Lt. Col. Peter Walsh
 AFRC-EMS/DEV
 Morton AFB, CA 92409-6448

Dear Colonel Walsh:

Thank you for the opportunity to comment on the draft environmental impact statement for the Peacekeeper Rail Garrison Program. Consistent with the Department of Ecology responsibilities, we circulated the EIS to other state agencies for review. We received responses from the Department of Wildlife, Office of Archaeology and Historic Preservation, Interagency Committee for Outdoor Recreation, and Ecology staff. A summary of their concerns is given below, and copies of their letters are attached for your information.

The Department of Wildlife is concerned about the impacts to wildlife habitat and the loss of wetlands at the Fairchild Air Force Base. They are also concerned about the impact to burrowing owls which may be on the site.

The Office of Archaeology and Historic Preservation reserves the opportunity to comment until they receive a copy of the cultural resource survey report.

The Department of Ecology is concerned with wetlands issues, including loss of wetlands and possible mitigation.

The Interagency Committee for Outdoor Recreation has no comments to offer at this time.

If you have any questions, please call the appropriate agency.

Sincerely,

M. F. Palko, Section Head
 Environmental Review Section

cc: Michelle Stevens, Ecology
 Fred Maybee, Wildlife
 Robert Whitlam, Archaeology

DOCUMENT 511

Christina Gregoire
~~WASHINGTON STATE~~
 Governor



STATE OF WASHINGTON
 DEPARTMENT OF ECOLOGY

600 North Capitol Way, 12th Floor • Olympia, Washington 98504-0001 • (206) 437-2200

Comments on the Peacekeeper Rail Garrison Program
 by the Department of Ecology

August 29, 1988

The draft EIS indicates 26.6 acres of wetlands would be impacted at the Fairchild Air Force Base, Spokane, Washington. Additional analysis is needed to evaluate the wetlands. This should include a delineation of the wetlands, evaluation of their flora and fauna, and assessment of their values and functions. Possible mitigation for loss of wetlands should also be considered.

If it is established through the 404(b)(1) Guidelines that there are no practicable alternatives to loss of the wetlands, we will want to evaluate wetland compensation through a detailed mitigation plan. We will be reviewing the 404 public notice under the state's authority under Section 401 of the Clean Water Act.

We recommend setting up an interagency coordination meeting on this project. Please call Ms. Michelle Stevens of Ecology's Wetland Section at (206) 459-6765.

DOCUMENT 511

CURT SWICH
 Director



STATE OF WASHINGTON
 DEPARTMENT OF WILDLIFE

600 North Capitol Way, 12th Floor • Olympia, Washington 98504-0001 • (206) 753-5700

July 28, 1988

Lt. Colonel Peter Walsh
 AFRC-EMS/DEV
 Morton Air Force Base, CA 92408

DRAFT EIS: Peacekeeper Rail Garrison Program

Dear Lt. Colonel Walsh:

Your document was reviewed by our staff as requested; comments follow.

- 2 We are concerned about the lack of adequate mitigation for wildlife habitat impacts and losses, especially the loss of 26.6 acres of wetlands at the Fairchild Air Force Base. During field investigation we recommended that by relocating the grenade range to the western portion of the site (near the machine gun training area) rather than to the east, wetland losses could be reduced by nearly ten acres. We hope this can be accomplished.
- 3 On page 4.6-27 it is indicated in several instances that wildlife would be "displaced". This is misleading and incorrect. When animals are forced from their habitat, even if other areas are available which can meet a species' individual and varied habitat requirements, such areas are generally already at their maximum carrying capacity. The resulting competition between individuals and species is reflected by a net loss in both numbers and kinds of wildlife. Therefore, animals are not simply displaced. They are eliminated.
- 4 In the section on data sources (p. 3-27) it is noted that National Wetland Inventory maps were used. These maps classify wetlands by specific type. This information should be included in your document.
- 5 Under the mitigation measures section (p. 4.6-28), for wetland creation it is mentioned that mitigation plans would be coordinated with the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency. Our agency should be consulted as well.
- 6 The site may also support burrowing owls (*Athene cunicularia*). This is a species of special concern in Washington. As such, we request that before any surface disturbance our Spokane Office (509-456-4062) be contacted so that any burrows may be identified through joint site-inspections.

DOCUMENT 511

Lt. Col. Peter Walsh
 Page 2
 7/28/88

Thank you for the opportunity to review your document. We hope that you find our comments helpful.

Sincerely,

Fred H. Maybee
 Regulatory Services
 Habitat Management Division

FHM:cic

DOCUMENT 511

CHUCK CLARK
Director

STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY DEVELOPMENT
OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

111 West Twenty-first Avenue, R1-11 • Olympia, Washington 98504-5411 • (206) 751-8111 • SCAN 214-8111

August 16, 1988

Ms. Barbara Ritchie
NEPA Coordinator
Department of Ecology
Mail Stop 75-11
Olympia, WA 98504-8711Log Reference: 1042-F-USAF-04
Re: Peacekeeper Rail Garrison
Program

Dear Ms. Ritchie:

7 A staff review has been completed of your draft environmental impact statement. We would like to reserve comment until we have received and reviewed the cultural resources survey report. We would like to request the cultural resources survey report.

Sincerely,

Robert G. Whittam, Ph.D.
State Archaeologist
(206) 753-4405Archaeology and Historic Preservation • Community Services • Emergency Management • Fire
Protection Services • Local Development and Housing • Local Government Services • Public Works

DOCUMENT 511

ROBERT L. WELDER
Director

STATE OF WASHINGTON

INTERAGENCY COMMITTEE FOR OUTDOOR RECREATION

4800 Capital Blvd. AP-11 • Tumwater, Washington 98561-5611 • (206) 751-7181 • FAX (206) 751-7181

July 11, 1988

Lt. Colonel Peter Walsh
AFRC - BMS/DEV
Norton AFB, California 92409-6448

Dear Colonel Walsh:

Re: Peacekeeper Rail Garrison Program
Draft Environmental Impact Statement

Our staff has reviewed the above-referenced document and have no comments to offer at this time. Thank you for the opportunity to comment.

Sincerely,

JEFFREY D. FROST
Recreation Resource Planner

JEF:ah

cc: Barbara Ritchie, Department of Ecology

DOCUMENT 512

TED SCHWINDEN
GovernorState of Montana
Office of the Governor
Helena, Montana 59620
406-444-3111

August 31, 1988

Lt. Col. Peter Walsh
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

Dear Col. Walsh:

The State of Montana appreciates this opportunity to review and comment on the Draft Environmental Impact Statement (DEIS), Peacekeeper Rail Garrison Program, prepared by the United States Air Force.

Earlier, the State of Montana submitted detailed comments regarding the proposed Small ICBM project in Montana. State agencies have reviewed the Peacekeeper DEIS, and with the exception of the Montana Department of Family Services, consider their previous comments regarding the Small ICBM project to also be appropriate for the proposed Peacekeeper project. The additional comments prepared by the Montana Department of Family Services concerning the Peacekeeper DEIS are attached.

1 As the State of Montana's previous comment letter concerning the proposed Small ICBM project in Montana stressed, the siting of a major new addition to the nation's nuclear defense system in Montana is a matter of major significance to all Montanans. In August 1987, state agencies and Montana citizens submitted substantial comments in response to your agency's Small ICBM in DEIS. The final EIS for the project, although it was completed in late 1987, remains unavailable nearly one year later. Because of this, the State of Montana, and its citizens are unable to measure the responsiveness of the United States Air Force to their previously expressed concerns. I urge you to restore

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Lt. Col Peter Walsh
August 31, 1988
Page Two

Montanans' confidence that their hard work and efforts at providing input to the Small ICBM DEIS, and the Peacekeeper DEIS, will not, and have not been without recognition.

Thank you for the opportunity to comment.

Sincerely,

TED SCHWINDEN
Governor
TS/DRLEAR/rb
cc: Hayden

DOCUMENT 514

STATE OF MONTANA
COMMENTSUNITED STATES AIR FORCE
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PEACEKEEPER RAIL GARRISON

The State of Montana appreciates this opportunity to submit comments regarding the Draft Environmental Impact Statement (DEIS), Peacekeeper Rail Garrison, prepared by the United States Air Force.

State agencies have reviewed the Peacekeeper Rail Garrison DEIS, and consider the 1987 State of Montana comments submitted to the United States Air Force regarding the proposed Small ICBM project to be appropriate for the proposed Peacekeeper Rail Garrison project as well. The Montana Department of Family Services has, however, provided additional comments specific to the Peacekeeper DEIS. Those comments follow.

Montana Department of Family Services

The Montana Department of Family Services has recently been compiling data which is beginning to provide basic trend information pertinent to those services provided by the department and related to military projects ongoing or proposed for Malmstrom Air Force Base. It is the department's opinion that insufficient facts were available at the time of compilation of the Peacekeeper DEIS for the Air Force to be able to project accurate impacts of a new project on the local human services programs. Initial findings of the department's research indicates that there has been a significant impact to local services by military families, as well as itinerant families brought in by the prospect of new construction.

The department is beginning to profile expenditures made by county and state governments that are a direct result of the close proximity to a military installation. The preliminary findings profile the far reaching effects on the local economy.

Military families are of particular interest because of the direct impact on the community resources in times of crisis. These families often avail themselves of local resources because of the philosophical differences surrounding the issue of confidentiality between two entities.

Dysfunctional families require many costly supportive services; psychological evaluations, staff investigations and intervention, foster care, long and short-term and in the case of an emotionally disturbed child, residential treatment. Families brought into the area by the prospect of employment on military installations may also increase the need for additional services.

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These services are both time consuming and expensive, and are very often the sole burden of community service providers as well as state and local government.

It is the department's intention in the coming months to create a clearer picture of the actual impact on department services by any increased military activity at Malmstrom Air Force Base. The department intends to continue to share this information on an ongoing basis with Malmstrom Air Force Base officials, as well as the Governor's Intergovernmental Small ICBM Working Group in the spirit of consistent communication and coordination with military and local officials.

DOCUMENT 513

United States
Environmental Protection
Agency

External Affairs (A-100AE)
Washington DC 20460

Federal Activities



SEP 2 1988

Lt. Col. Peter Walsh
AFCE-DS/DSV
Horton AFB, CA 92409-6448

Dear Colonel Walsh:

In accordance with the requirements of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency has reviewed the U.S. Air Force's Draft Environmental Impact Statement for the Peacekeeper Rail Garrison Program. The Proposed Action is to deploy 50 Peacekeeper missiles on 25 trains. Up to four trains could be deployed at F.E. Warren Air Force Base (AFB); the other trains would be deployed among six of ten candidate deployment installations. F.E. Warren AFB would be the primary location for assembly, integration, major maintenance, and operations support of the system. All existing facilities established to support the Peacekeeper in Minuteman Silos system at F.E. Warren AFB would be used for assembly and maintenance of the Rail Garrison System.

A garrison would consist of four earth-covered shelters in which the trains would be housed. Additionally, a missile maintenance building where the reentry vehicles would be installed on the missiles, an entry control facility, inter-connecting roads and track, and security fencing would be constructed. The total average area of a garrison would be approximately 150 acres. A rail line would be constructed or upgraded to connect the garrison to the closest main line rail spur. The facilities would be located in existing, modified, or newly constructed structures on or in the vicinity of the candidate installations.

EPA's major concern with the proposal is related to the potential impacts upon wetlands at some sites. Impacts to wetland systems/habitat are not well defined (and in some cases not even identified) and mitigation measures for wetland value losses have not been sufficiently developed. The impacts to wetland values are clearly significant at Barksdale AFB in Louisiana where 189 acres of wetlands would be impacted, and to a lesser extent at Murtomach AFB, Fairchild AFB, and Whiteman AFB. The proposed activities at these sites will require permits under Section 404 of the Clean Water Act, as well as mitigation measures. EPA's preference is that the impacts be avoided by the selection of other sites for implementation of the program. EPA strongly recommends presentation of mitigation plans for these impacts in the final EIS, since the need for and cost of these plans could affect the Air Force decision on selection of sites.

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EPA has a number of other serious concerns relating to the analysis of the proposed project. Some of these are generic, while others relate to specific sites. These are discussed in our enclosed detailed comments. In keeping with EPA's procedures, we have rated this EIS EO-2 for the Barksdale AFB alternative site and EO-2 for all other sites. These ratings are explained on the enclosed summary sheet. I have asked Dr. M. Alexander Williams (202-382-5909) to follow up with you concerning EPA's comments.

Sincerely,

Richard E. Sanderson
Richard E. Sanderson
Director
Office of Federal Activities

Enclosures

DOCUMENT 513

SUMMARY OF RATING DEFINITIONS
AND FOLLOW-UP ACTION*Environmental Impact of the Action1D--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

1E--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

1F--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantive changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

1G--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEO.

Adequacy of the Impact StatementCategory 1--Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest further addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are outside the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEO.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

DOCUMENT 513

U.S. Environmental Protection Agency
Comments on the Draft
Environmental Impact Statement for the
U.S. Air Force Peacekeeper Rail Garrison ProgramGeneral CommentsEmergency Preparedness

- o Throughout this document, the Department of Defense (DOD) needs to acknowledge its responsibilities under Executive Order No. 12580, regarding its role in response coordination during a release from any facility or vessel under DOD jurisdiction, custody and control.
- o Section 2.4, page 2-14, and 5.0, page 5-2, should include the statement that "...the Department of Defense (DOD) and the U.S. Environmental Protection Agency (EPA) would respond by deploying teams specially trained and equipped to deal with any contingency...DOD teams would assist the responding local, state and federal agencies with these efforts." These two sections appear to indicate that the DOD will rely on the local, state and other federal agencies to conduct emergency response activities. In Section 5.5.1, Emergency Response, page 5-38, DOD is referred to as "...the removal response authority with respect to incidents involving DOD military weapons and munitions whenever they occur." This document is inconsistent in describing DOD's role in the event of an incident. Clarification is necessary, keeping in mind that under the National Contingency Plan (NCP), DOD is required to assign its own On-Scene Coordinator.
- o Section 5.5.1, page 5-40, third paragraph, describes some of the notification procedures of the DOD On-Scene Commander. The method of notifying the local, state and other federal agencies is unclear. There is no description of the DOD's method of reporting an incident to the National Response Center as required by the Reportable Quantity regulations, 40 CFR Part 302, under the NCP. The descriptions of the role of EPA in the event of an incident (Section 2.4 and 5.0) will be to deploy "...teams specially trained and equipped to deal with any contingency..." Section 5.5.1 does not sufficiently detail the notification procedures that would allow EPA to deploy these teams.

Air Pollution Modeling

- o The methodology employed is simplistic, based essentially on a proportional modeling technique. This procedure assumes that monitored pollutant concentrations are linearly related to nearby emissions. Thus potential increases in emissions leads to proportionately higher ambient air concentrations. One major problem is that the air quality monitors in this report are not located close enough to the Air Force Bases to measure

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-2-

short-term high concentrations from fugitive dust sources that emit very close to ground level. Since such construction grading, relocation of facilities, and other activities will occur very close to the perimeters of almost all the Air Force Bases studied, the real impact on PM₁₀ concentrations has not been adequately assessed. The proportional modeling procedures and assumptions employed do not lead to realistic air quality impacts. The same level of technical modeling performed in Chapter 5.0 for accident analyses should be performed for the air quality analyses in Chapter 4.0.

- o Some portions of Chapter 5.0 also deserve comment. First, the meteorological assumptions in Table 5.3.1-3 are confusing. Atmospheric stability E should be characterized as slightly stable, not moderately unstable (known as B stability). E stability implies the presence of a surface-based temperature inversion with no vertical mixing due to surface heat exchange. Thus the assumption of a mixing layer depth is not correct. Max E or B stability used in the dispersion modeling? Second, on page 5-32, line 10, the entry (2.2 km) should be (22 km). Third, the use of English and metric units inside or outside parentheses is not consistent.

SITE SPECIFIC COMMENTSBarkeley AFB

Construction of program facilities would result in the disturbance of 362.4 acres of land, 169.6 permanently and 191.8 acres temporarily (Section 4.3, table 4.3-2).

Four facilities (the garrison area, a relocated grenade range, the Training Train Shelter and the rail spur) are proposed for undeveloped portions of the base. Construction of the rail spur, new roads, garrison and related facilities would fill 188.9 acres of forested wetland habitat. According to the EIS, the area wetlands are highly productive and provide excellent habitat for deer, turkey, small game, birds, reptiles, and amphibians. Wildlife populations would experience increased mortality because of this habitat loss. Forest habitat disturbed during construction would not be allowed to recover to pre-disturbance conditions because of security constraints, and would therefore be permanently lost.

Long duration impacts would be high because the program would affect large areas of wetland habitat (188.9 acres), cause associated disturbances in surrounding wetland habitats, affect the American alligator, and result in the degradation of biological communities. Long-duration impacts would be significant because of the ecological importance of the habitat that would be affected (Page 4.3-30 DEIS).

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The 404(b)(1) guidelines, published at 40 CFR Part 230 (1987), are regulations containing the requirements for issuing a permit for discharge of dredged or fill materials. 40 CFR 230.10(a) covers "non-water dependent activities" (i.e., activities that could be performed on non-wetland sites, and provides essentially that the Corps of Engineers must determine whether an alternative site is available that would cause less harm to the wetlands). Specifically, it provides that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative" to the proposal that would have a "less adverse impact" on the "aquatic ecosystem." It also provides that a practicable alternative may include "an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded, or managed in order to fulfill the basic purpose of the proposed activity [40 CFR 230.10(a)(2)]." It further provides that, unless clearly demonstrated otherwise, practicable alternatives are (1) presumed to be available and (2) presumed to have less adverse impact on the aquatic ecosystem [40 CFR 230.10(a)(3)]. Thus, an applicant must rebut both of these presumptions in order to obtain a permit. Section 230.10(c) and (d) require that the Corps not permit any discharge that would contribute to significant degradation of the Nation's wetlands and that any adverse impacts must be mitigated through practicable measures.

According to page 4.3-29 of the Draft EIS, "the Air Force believes the proposed action is in compliance with Section 404 since alternative sites were considered for location of program facilities. In order to collocate facilities of the proposed program with existing facilities and meet engineering and operational constraints, it was determined that there is no practicable alternative to the proposed construction of some facilities in wetlands. Furthermore, site-specific program design and construction techniques would include all practicable measures to minimize harm to wetlands."

It is not apparent to EPA at this time that possible avoidance of this site or elimination of the Barkeley Air Force Base as a candidate site for the Peacekeeper Rail Garrison Program is not practicable. Nine other candidate Air Force Bases have been identified that would have less significant impacts to wetland environments.

Furthermore, if the Air Force were to determine that the Barkeley site is essential to the success of the Peacekeeper Mission, the Air Force should develop a full and comprehensive mitigation plan to create and/or enhance wetland functional values lost by the proposed action. The completed mitigation plan and consideration of these concerns should be evaluated and discussed in the Final Statement. Furthermore, if Congressional exemption is being sought under Section 404(r), it should be clearly stated in the EIS document.

Murkumith AFB

In general, EPA's concerns relate to the project's potential impacts upon wetlands and to the community due to noise impacts and induced development. Our comments are presented below.

Wetlands

- 6 The Draft EIS is unclear about the extent of wetland loss. Table 4.12-6-2 indicates that 3.2 acres of forested wetland in the Assaie River floodplain would be lost due to construction of a rail spur. However, page 4.12-45 outlines environmental concerns associated with a possible future second rail connector. That discussion indicates that large areas of wetland would be drained and filled in the Assaie River flood plain and along the remainder of the rail corridor resulting in permanent loss of critical habitat. If this second rail connector is being considered, then the EIS should provide an in-depth analysis of wetlands impacts, as well as other types of impacts, so that the full extent of potential impacts can be assessed in an appropriate manner. Without this assessment, the later development could be viewed as piecemealing of projects. The EIS should discuss acreage and types of wetlands to be affected and should present a map showing locations of these wetlands. The EIS should also discuss why the area is considered critical habitat. A plan for wetland mitigation/compensation should also be prepared.

- 7 Page 4.12-29 states, "The location of the rail spur has been designed to minimize wetland disturbance and its relocation is not feasible." The text also indicates that a detailed alternative analysis would be made to satisfy certain state permit requirements, but fails to mention that such an analysis is also required under Section 404(b)(1) guidelines of the Clean Water Act. The National Environmental Policy Act (NEPA) also requires that all feasible alternatives be considered. Therefore, a discussion of the full range of alternatives, and an analysis of all feasible alternatives, should be included in the Final EIS.

- 8 Mitigation measures are discussed on page 4.12-31. Measures include minimizing the area extent of construction disturbance in wetlands and other sensitive habitats; creating new wetlands or enhancing existing wetlands; building sediment traps; building railroad and road embankment at less than the normal angle of repose to minimize long-term erosion and sedimentation; and restoring offsite habitat (other than wetlands) or increasing protection of sensitive species or important habitats offsite. We concur with all these measures for wetlands mitigation with the exception of the last one. While we encourage restoration of other types of habitats, we would not consider restoration of habitat types other than wetlands as mitigation for wetlands losses. Restoration of habitat types other than wetlands would not replace the functional values lost as a result of filling the wetlands. Replacement or enhancement must occur at a minimum 1:1 ratio. For those wetlands which are more difficult to replace, such as forested wetlands, compensation should occur at a higher ratio.

- 9 Mitigation plans must include strategies to ensure that replacement/enhancement will be successful. Therefore, a long term monitoring plan should be made part of the project. Consideration should be given to measures for enhancement/mitigation to minimize losses of functions.

Noise

- 10 The Draft EIS discusses temporary impacts due to construction noise, but it fails to analyze the effects that relocation of the grenade range would have on surrounding residences. The land use map presented on page 4.12-23 shows a number of the residences located to the southwest of the site of the proposed grenade range. A noise analysis should be undertaken to determine the effects of this relocation. Mitigation measures should be incorporated into the design of the project for those areas substantially affected by increased noise levels. If the relocated explosive ordnance disposal range involves noise impacts, then these impacts should also be examined, and a commitment should be made to provide mitigation to adversely affected residences.

Groundwater Contamination

- 11 Page 4.12-35 of the Draft EIS discusses groundwater contamination. Moderate to high levels of trichloroethylene, dichloroethylene, and benzene underlie several areas of the base. In the past several water supply wells were closed due to contaminated groundwater. A series of pump and treat wells has been installed to remove some of the most highly contaminated groundwater and prevent further migration.

- 12 As stated in the Draft EIS, "...the supply wells are vulnerable to contamination from adjacent locations within the aquifer and expensive groundwater protection measures must currently be maintained to assure adequate quality. The demands of the proposed program would further aggravate this situation." The Draft EIS also states that alternate sources of water should be considered. We recommend that the feasibility of an alternative adequate water supply be determined prior to committing resources to the Peacekeeper project at Murtzsaith Air Force Base.

- 13 We also note that the DOD is preparing a permit application under the Resource Conservation and Recovery Act (RCRA) for Murtzsaith Air Force Base. Once this application is submitted to EPA, we will undertake a RCRA facility assessment. Depending upon the assessment findings, further studies and/or clean-up actions may be required.

Induced Development

- The Draft EIS states that by 1993, a total of 585 additional jobs would be created and would continue at this level throughout the life of the program. The project would cause the population in the Osceola area to increase over baseline forecasts by 7.2 percent. The EIS should analyze

- 13 the potential for impact from any new infrastructure, such as roads, sewers and utilities to accommodate the additional residents expected to move to the area.

- 14 The Final EIS should also discuss the potential for adverse impacts on wetlands due to induced development as a result to the project. A plan should be developed to minimize such impacts and to provide mitigation for unavoidable wetlands losses.

Fairchild AFB

- 15 A mitigation plan for the Wetlands impact needs to be developed and included in the Final EIS.

Malstrom AFB

- 16 The purpose for discussing two optional sites, or "sub-alternatives," is not clear. The two optional sites (south and east) are apparently options under both the proposed and alternate actions. The Summary of Program Impacts, P.4.9-10 does not identify any difference in potential impacts between the two sites under either alternative. The discussion of other Air Force programs states that the majority of technical facilities for the small ICBM program would be on the southeast side of the Air Force Base runway. There is no indication of what effect this construction might have in determining the selection of the south or east options. The section on Cumulative Impacts (beginning with Section 4.9.1.5, p. 4.9-21) assumes the south site option is chosen. No rationale is given for this assumption.

If the Air Force is going to include discussions of these two options, then they should include the differences between the two options for all alternatives.

- 17 Again, mitigation of lost wetland values needs to be discussed in greater detail in Section 4.9.6.3.

- 18 P.4.9-54, Section 4.9.7.2, Major Water Users. Future agriculture use water in the area of the Missouri which supplies the area around Great Falls is an important factor. There is almost no mention of projected agricultural use or its possible impact on the increased (not specified) needs of the area. Due to the continuing drought conditions in Montana, which are particularly acute this year, the state may enact new regulation or laws regarding maintenance of stream flows. Water use should be taken into account in the prediction about future impacts.

- 19 The numbers in Table 4.9.7-1 do not correspond to the text (section 4.9.7.3 Major Water Users). Also, according to the table, domestic water use for Malstrom AFB in 1992 and 1993

- 19 onward would be more than double the amount for all of Great Falls. Is this correct?

- 20 In the assessment of cumulative impacts throughout the section on Malstrom, the impacts are assessed assuming concurrent development of the various programs. Does the sequence of these decisions have an effect on projected impacts? For example, if the Rail Garrison were constructed at the east site, would later construction for the Small ICBM program have additional impacts?

- 21 On p.4.9-67, Section 4.9.14, the existing Burlington Northern (BN) track which would be used for a second rail connector appears to run through an urban area in Great Falls. The discussion in this section does not address the impacts of increased rail traffic through this area. It appears from the map (figure 4.9.14-1) that an alternate route could be achieved by connecting with the BN track due north of the Air Force Base. This appears to reduce impacts and safety hazards affecting the more populated proposed route. Additional information should be provided regarding this alternative.

Malstrom AFB

- 22 Page 4.11-18, last paragraph: The DEIS gave a total capacity for the Knob Noster, Missouri, lagoon and overland flow system of 0.48 MGD. Actual total capacity is slightly lower at 0.40 MGD. The Lagoon system has the 0.48 MGD capacity; however, the overland flow plot has a capacity of only 0.40 MGD. The DEIS gave an anticipated 1994 average daily flow of 0.43 MGD. The lagoon system will provide ample capacity for the growth needs of Knob Noster, but the city may need to purchase more land at the site to increase capacity for overland flow.

- 23 Page 4.11-20, sec. 4.11.2 paragraph: A reference is made to the capacity of the city's treatment and distribution system of 0.38 MGD. This appears to conflict with the previous statement of 6.0 MGD.

- 24 Page 4.11-35, section 4.11.7.2, paragraph titled Surface Water Hydrology and Quality: The document adequately portrays the existing network and water quality; however, there is no discussion about existing nonpoint source runoff from the base which apparently has resulted in chlordane contamination of fish in Lake Butte (Missouri Department of Natural Resources 305(b) Report, 1986, p.13).

- 25 The impact of additional population in the area on surface water quality from wastewater is adequately portrayed, but no mention is made of nonpoint source controls on stormwater from the base development except for reference to construction erosion. If possible, an estimate of the garrison site runoff

DOCUMENT 513

- 25 | quality after construction ("normal" operations) should be compared to existing site runoff quality.
- 26 | ○ Page 4.11-35 section 4.11.7.2, paragraph titled Groundwater Hydrology and Quality: The DEIS states that no further degradation of groundwater quality has been observed in the area since 1962 as a consequence of local pumpage resulting in localized migration of saline groundwater. However, we suggest that some effort be made to model the deep bedrock aquifers (i.e., Eminence, Roubidoux and Lanette) to determine what effect, if any, increased pumpage would have on the position of the fresh water/saline water interface in the area.
- 27 | ○ The 1984 amendments to the Safe Drinking Water Act include provisions for a Wellhead Protection Program (WHP). The goal of this program is for states to develop, adopt, and submit to EPA for approval, and then implement, a plan to protect public water supply wells and wellfields from contamination. States are required to submit a WHP program by June 19, 1989. The state of Missouri has already taken certain initiatives in that direction and has committed to submit a draft WHP management plan to EPA within the next few weeks. Whiteman AFB, along with other communities in the area, will eventually need to develop an appropriate WHP management plan for their wells or wellfields. Because WHP could have a large impact on how Whiteman AFB conducts business around their current and future drinking water wells, wellhead protection needs to be addressed in the EIS.
- 28 | ○ Page 4.11-42, second paragraph: The DEIS discusses the addition of a boiler with a heat input capacity of 75 million BTU per hour. It is true that Whiteman AFB currently has an air-related permit application under review by the Missouri Department of Natural Resources (MDNR) to install a 75 million BTU per hour boiler. It is not clear, however, if the boiler project is related to the MK project. It is EPA's understanding that it is related to the B-2 bomber program. Unless the increased steam production from the boiler is earmarked specifically for the MK Rail Garrison Project, any mention of the boiler should be presented for information only.
- 28 | If the boiler is being installed for the MK program, the text needs to be clarified. First, the DEIS states that the emissions from the boiler fall below applicable EPA "significance" levels and that a "de minimis" construction permit will be required from MDNR. This is clearly wrong. MDNR has determined that the boiler installation represents a "major modification" to a "major existing stationary source" and will therefore have to undergo review under the Prevention of Significant Deterioration of Air Quality regulations. Second, the DEIS concludes that since emissions from the boiler

DOCUMENT 513

- 28 | are below EPA "significance" levels, there will be only a minimal impact on regional air quality. However, there are no data to back up this claim. It appears only particulate matter was considered in the air quality analyses. Other combustion products (nitrogen oxides, sulfur oxides, carbon monoxide, and other criteria pollutants) must be evaluated for their impact on the ambient air.
- 29 | ○ Again, EPA recommends preparation of a plan to mitigate the loss of wetlands and presentation of the plan in the Final EIS.

DOCUMENT 514



STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

September 2, 1988

Patrick P. Caruana, Col, USAF
U.S. AIR FORCE
Deputy Director of Strategic, SDF
Washington, D.C. 20330-1000

RE: TX-R-88-07-06-0001-50-00 / PEACEKEEPER RAIL GARRISON SYSTEM

Dear Applicant:

Your environmental impact statement for the project referenced above has been reviewed. The comments received are summarized below and are attached.

The Texas Water Commission suggested methods to protect the water quality of Elm Creek and Lake Fort Phantom Hill during construction. The Railroad Commission (RRC) notes locations of wellbores which may potentially be disturbed by excavating. The RRC also indicates that Dyess AFB would be an excellent candidate for Peacekeeper Rail Garrison when evaluated by the criteria of an extensive rail network and quality of privately owned railroad tracks. The Texas Historical Commission recommends an archeological survey of the areas to be disturbed.

We appreciate the opportunity afforded to review this document. Please let me know if we can be of further assistance.

Sincerely,

Ralph Beasly

T.C. Adams, State Single Point of Contact

TCA/rb/pon

Enclosures

DOCUMENT 514

RAILROAD COMMISSION OF TEXAS
OIL AND GAS DIVISION

JAMES E. (JIM) MUGENT, Chairman
KENT HAMPS, Commissioner
JOHN HARRIS, Commissioner



JIM MORROW, P.E.
Director
JERRY W. MULLIGAN
Director of Underground
Injection Control

1701 H. CONGRESS

CAPITOL STATION N. E. CORNER 12TH

AUSTIN TEXAS 78711

MEMORANDUM

TO: Debra Molock
Legal Division-General Law

THROUGH: Jerry Mulligan, Director
Underground Injection Control

FROM: William C. Renfro, Geologist
Underground Injection Control

DATE: July 27, 1988

SUBJECT: Draft Environmental Impact Statement--Peacekeeper
Rail Garrison Program--United States Air Force--
June 1988--EIS/PTX-R-88-07-06-0001-50-00--
(Pertaining To Dyess Air Force Base, Taylor County, Texas).

The Oil and Gas Division of the Railroad Commission of Texas submits the following comments on The Draft Environmental Impact Statement for the Peacekeeper Rail Garrison System:

A review of Commission maps indicates the presence of six or more wellbores within the confines of Dyess Air Force Base, one of which is located in the area designated for the proposed Rail Garrison facility layout. The W. D. Hopkins Well No. 1 was drilled and abandoned as a dry hole by Great Lakes Carbon Corporation in 1946. If excavation is necessary for the construction of Rail Garrison facilities, the possibility of damaging or destroying the surface plugs in abandoned wells necessitates the identification of such wells that may be located under excavating activities.

The Oil and Gas Division of the Texas Railroad Commission will cooperate with the United States Air Force in locating abandoned wells in areas of proposed excavation when the plans for the Peacekeeper Rail Garrison Program are finalized for Dyess Air Force Base, Taylor County, Texas.

William C. Renfro

MCR/mh

cc: Jim Morrow, Director
Oil and Gas Division

An Equal Opportunity Employer

DOCUMENT 514

COMMENTS OF THE TRANSPORTATION DIVISION
RAILROAD COMMISSION OF TEXAS

In response to

U.S. AIR FORCE PEACEKEEPER RAIL GARRISON SYSTEM
EIS # TX-R-88-07-06-0001-50-00
JUNE 1988

Prepared: August 10, 1988

DOCUMENT 514

I. INTRODUCTION

The U.S. Air Force is proposing to base 50 to 100 MX missiles on railcars to be distributed to certain air force bases located in various parts of the country. One of these bases is located in Texas: Dyess AFB in Abilene. These comments will address issues concerning the safety record of Texas railroads and the general condition of Texas rail lines likely to be included in the missile trains' dispersal plans.

II. TEXAS RAIL ROUTES AFFECTED

No discussion was included in the Environmental Impact Statement (EIS) relating to the condition of the track, nor was mention made of local rail traffic densities.

In order to address these issues, the Railroad Commission of Texas (RCT) first attempted to identify probable rail routes to be used by missile trains operating from Dyess AFB. The attached map (Exhibit 1) is marked to illustrate the track routes over which trains could operate at lengths of running times for 2 hours and 4 hours from their respective bases. Current timetable operating speeds were used in deriving the maximum distance expected to be achieved in the time allowed. No allowance was made for delays encountered from meeting or passing other trains. The RCT assumed that the missile trains would operate on a high priority basis whereby all other rail traffic would be placed in the clear sufficiently in advance to avoid delays to the missile trains.

DOCUMENT 514

Peacekeeper Comments
Transportation Div.-RCT

- 2 -

August 10, 1988

As the Exhibit 1 shows, trains originating at Dyess AFB can operate throughout central and northwest Texas and even reach into far west Texas and southeastern New Mexico. The capability to dispatch trains to widely divergent geographical locations and to traverse significant distances within the 4-hour isochrone of Dyess AFB can be attributed to the area's extensive rail network and a generally good track condition.

A. Track Conditions

Maximum authorized track speed of the various routes differ with the carrier and with status of the individual rail line. Main lines of the Union Pacific (UP) and the Atchison, Topeka & Santa Fe (ATSF) railroads, two principal carriers proximate to Dyess AFB, generally allow trains to be operated at 60 mph, indicative of a well maintained track facility. ATSF track between Brownwood and Cresson and between Lubbock and Canyon allow a maximum authorized speed of 49 mph while other branches allow speeds ranging from 10 mph to 30 mph. UP track west of Abilene is operated at speeds ranging from 60 mph down to 40 mph at the western end of the line. The Arlington Northern (BN) railroad branch between Abilene and Wichita Falls operates up to a maximum speed of 30 mph.

Track maintenance is performed at a level consistent with traffic density over each line. The traffic density map (Exhibit 2) for 1986 gives a good representation of traffic flows in Texas. Exhibit 2 is scaled to net tons of freight hauled.

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Peacekeeper Comments
Transportation Div.-RCT

- 3 -

August 10, 1988

The UP main track east and west from Dyess AFB (Abilene) is experiencing light traffic loadings (1.6 million net tons) and only supports up to two trains per day. West of Odessa, this level of train operations is reduced even further. The BN branch from Abilene to Wichita Falls is also a light density line. Peacekeeper train training operations would not be intrusive to commercial rail operations at these locations.

B. Rail Safety

The EIS at S-43, and later in Section 5.2, discusses the fine mechanical attributes of the new missile trains and the fact that the occurrence of mechanical related accidents is expected to be extremely low. Track related accidents for rail operations emanating from Dyess AFB can also reasonably be expected to be extremely low. From 1983 through 1987, track caused accidents in Texas declined by 56% (Exhibit 3), an impressive improvement record.

The need for safe, high quality trackage is especially important to the operation of Peacekeeper trains because this is one variable in the proposed rail operation where the Department of Defense (DOD) cannot establish an absolute quality control effort. The track structure is privately owned and maintained whereas equipment reliability and the proficiency of operating personnel can be strictly monitored and controlled by DOD.

III. CONCLUSION

An extensive rail network and the quality of privately owned railroad track should be major considerations in selecting a

DOCUMENT 514

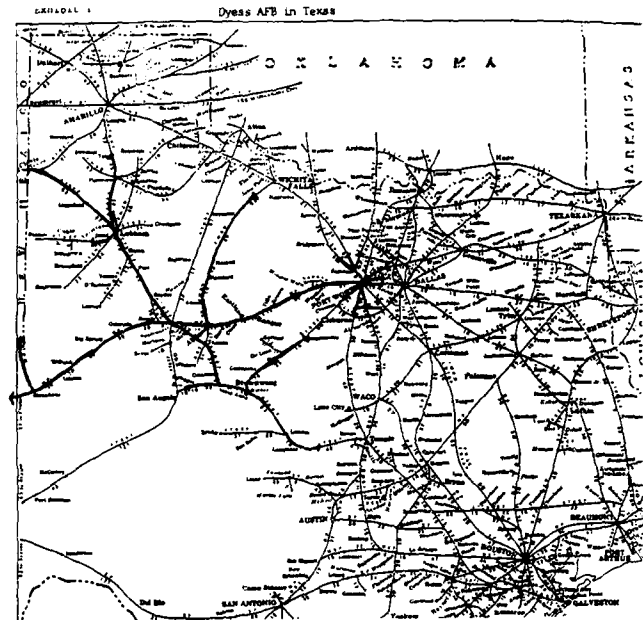
Peacekeeper Comments
Transportation Div.-RCT

- 4 -

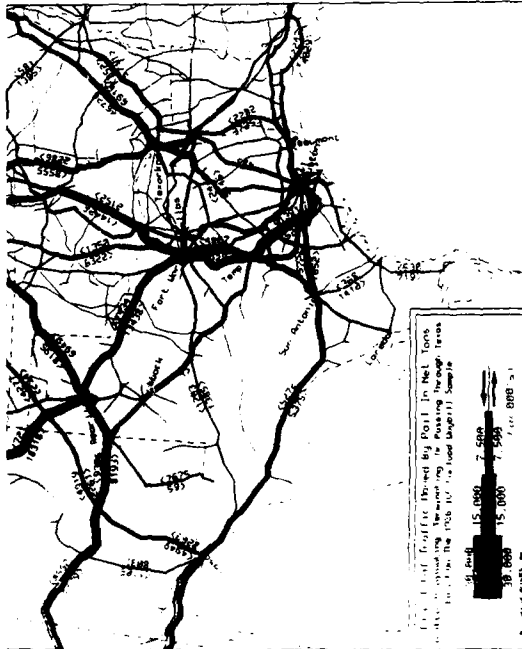
August 10, 1988

being site for Peacekeeper missile trains. Dyess AFB is an excellent candidate for a Peacekeeper Rail Garrison when evaluated by these two criteria.

DOCUMENT 514

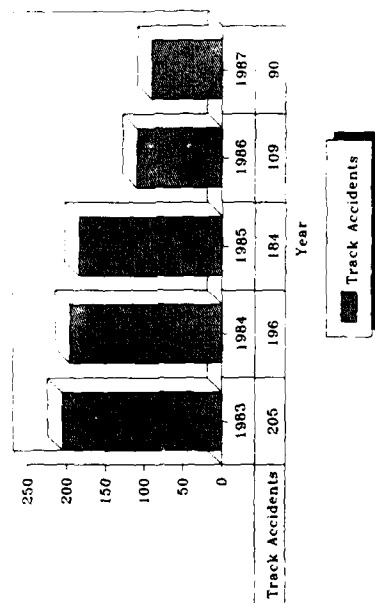


DOCUMENT 514



DOCUMENT 514

Texas Rail Accident Levels
For Track Caused Accidents



TEXAS WATER COMMISSION

Paul Hopkins, Chairman
John O. Henshaw, Commissioner
B. J. Wynne, III, Commissioner



Allen Beinke, Executive Director

August 4, 1988

Mr. T. C. Adams
State Single Point of Contact
Governor's Office of Budget
and Planning
P. O. Box 12428, Capitol Station
Austin, Texas 78711

Re: Draft Environmental Impact Statement (DEIS)
for the Peacekeeper Rail Garrison System;
EIS # TX-R-88-07-06-0001-50-00

Dear Mr. Adams:

The staff of the Texas Water Commission has reviewed the above referenced DEIS relative to the water quality implications of the proposed construction of the Peacekeeper Rail Garrison at Dyess Air Force Base near Abilene, Texas.

Little Elm Creek borders the site proposed for the construction of the rail garrison and drains to Lake Fort Phantom Hill (Abilene's potable water supply). Our primary concern is the protection of the water quality of Elm Creek and Lake Fort Phantom Hill. Extensive soil disturbance will be required during the construction phase of the project. Site specific storm water management and erosion control procedures should be developed and implemented to prevent excessive transport of disturbed soil during rainfall runoff events. Chemicals used by construction crews and fuels and lubricating oils required by heavy equipment should be stored and handled properly to prevent accidental contamination of surface and/or ground water in the area.

Following completion of the project, maintenance and routine operating activities should be conducted in a manner that will prevent accidental spills or accumulations of contaminated materials from being transported to Lake Phantom Hill by storm water runoff.

The map presented in Figure 4.4-7-1 (p. 4.4-27) of the DEIS is partially incorrect and could cause some unnecessary concern.

P. O. Box 12087 Capitol Station • 1706 North Congress Ave. • Austin, Texas 78711 3087 • Area Code 512 463 7830

Mr. T. C. Adams
August 4, 1988
Page 2

Deadman Creek, which carries the treated sewage from the City of Abilene's wastewater treatment plant (including contributions from Dyess Air Force Base), does not enter Lake Fort Phantom Hill, as depicted on the map. Instead, Deadman Creek goes around the east side of the Lake and enters Elm Creek downstream of the dam.

If you have any questions regarding this matter, please contact Mr. Jack Kramer of my staff at (512) 463-7791.

Sincerely yours,

Allen Beinke
Allen Beinke
Executive Director

TEXAS HISTORICAL COMMISSION

P.O. BOX 13276



ALSTON, TEXAS 78711
July 25, 1988

T.C. Adams, State Single Point of Contact
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

Re: Peacekeeper Rail Garrison System
Draft EIS #TX-R-88-07-06-0001-50-00
(AIRFORCE, A2, A3, B4)

Dear Sir:

Thank you for providing the information concerning the above referenced project. A review of available data concerning cultural resources indicates that an archeological survey of areas to be disturbed would be appropriate. The purpose of the survey will be to identify any archeological sites or historic properties with the project boundaries that may be eligible for inclusion within the National Register of Historic Places.

The general region contains many known archeological sites, identified through both systematic and casual surveys. Many sites are potentially eligible for the National Register of Historic Places, ranging in date from as long ago as 8000 years to the present, and ranging in activity from small camps to Indian villages to cemeteries. An archeological survey undertaken by a qualified professional should be conducted for the proposed areas of construction. Field examination should include shovel testing to identify subsurface cultural deposits. Collection of materials present in these tests is required. A report of investigation should be produced in conformance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

Thank you for allowing us to participate in the review process. We will continue our assessment under 36CFR 800, the implementing regulations of the National Historic Preservation Act, upon receipt of the survey report. If you have any questions or if we can be of further assistance, please contact Deborah Smith of this office at 512463-6096.

Sincerely,

James E. Bruseath, Ph.D.
James E. Bruseath, Ph.D.
Deputy State Historic Preservation Officer
JES/JBA/ht

cc: Lt. Col. Peter Walsh, Norton AFB

The State Agency for Historic Preservation

Rt. 5A, Box 317
Gardiner, ME 04345
9 September 1988

The Honorable William Cohen
United States Senate
Washington, DC 20510

Dear Senator Cohen:

The opportunity for public comment on the "Peacekeeper" Rail Garrison Program Environmental Impact Statement ended on August 31. The DEIS assesses the effects of construction of rail yards and garrison facilities for 25 trains each carrying 2 MX missiles at the F. E. Warren AFB near Cheyenne, Wyoming and ten other Air Force installations. Environmental impact statements are also supposed to discuss alternative approaches to the desired action. The only alternative addressed in the DEIS is deployment of 100 MX's on 30 trains at the same Air Force bases.

During "times of national need" the trains would be dispersed over the U.S. rail network "thereby complicating the enemy's targeting task" and making it necessary to use up more Soviet nuclear weapons to destroy the MX missiles. The Air Force seeks to protect the MX missiles by hiding them among the people. Time was when weapons were expendable in defense of the population. Under the rail basing mode the situation will be reversed. It is the population at large which is expendable to protect the MX.

Under the circumstances there should have been numerous hearings on the DEIS held nationwide enabling the public at large to speak to the issue rather than limiting hearings to communities in proximity to Air Force installations due to serve as rail garrison sites.

Under NEPA (National Environmental Policy Act) all major federal projects must be assessed from various environmental aspects including socioeconomic effects, utilities, transportation, land use, cultural effects, biological effects, geology, soil, water, air quality and noise. However, it is obvious that however significant the environmental effects of this \$10-15 billion "Peacekeeper" Rail Garrison construction project, they would pale in comparison to the environmental consequences of the ultimate use of the rail basing system of ICBMs as a mobile platform for nuclear war fighting.

- 4 Surely the whole concept is ill-conceived as national security policy and somewhere somehow the public as its potential victim should have the opportunity to question its implementation in greater depth than afforded by the constraints of NEPA.

- 5 Movement of the MX trains out of their air base garrisons could not be concealed and for this to occur in a time of crisis in relations between the U.S. and the U.S.S.R. would result in fingers being poised on "the button" on both sides in anticipation of initiating preemptive strikes. The best chance the Soviets would have to wipe out MX missiles would be before the MX trains were widely dispersed. Awareness of the pressure on the Soviets to make a preemptive strike would create the imperative for the U.S. to best them to the draw.

The program cannot fail but to rapidly exacerbate any crisis in relations between the superpowers to the danger point. Deployment of the MX on rails will undermine not enhance security and deterrence.

The final decision as to whether to go ahead with the "Peacekeeper" Rail Basing Program will be made by the next President next spring.

It should be of interest that George Bush has been speaking out in support of the MX rail garrison program.

Sincerely,

Victor Skoraps, Jr., M.D.

cc: The Hon. George Mitchell
The Hon. Joseph Breaux
The Hon. Olympia Snowe
Lt. Col. Peter Walsh



United States Department of the Interior

OFFICE OF ENVIRONMENTAL PROJECT REVIEW
WASHINGTON, D.C. 20240

In Reply Refer To
ER-48/597

SEP 9 1988

Lt. Colonel Peter Walsh
AFRCB-BMS/DEV
Norton AFB, CA 92409-6446

Dear Lt. Colonel Walsh:

The Department of the Interior has reviewed the draft environmental impact statement (EIS) for the proposed peacekeeper missile rail garrison program. We offer the following comments.

Mineral Resources

- 1 The document states that sand and gravel resources were not included in the assessment of impacts. The decision not to include consideration of potential impacts related to sand and gravel development may be inappropriate where those resources occur near urban areas. Frequently, sand and gravel deposits have increased value in and near urban areas because of limited availability and accessibility.

- 2 The lack of existing leases for mineral resource development or of any mining operations at the proposed or alternative project sites does not mean that minerals do not exist, as the document implies. Some of the potentially commercial mineral deposits located at or near these sites include: gypsum near the Michigan site; limestone and sandstone in Missouri; clay, sandstone, and shale in Montana; brick clay and shale in North Dakota; limestone in Texas; and granite (used for building stone) in Washington. Given that the production of mineral resources would be precluded for the duration of the rail garrison program, the final document should describe the potential need for development of these resources and the potential effects that precluding that development could cause.

Recreation

- 3 The draft EIS should specifically address the project-related impacts on recreation areas within each base's region of influence. The immigration of large numbers of personnel during facility construction and operation could have significant impacts on already stressed recreation areas, both on-base and off-base. The final EIS should include an analysis of recreation supply, demand, and need with and without the proposal. If adverse impacts on recreation are identified as a result of the proposal, measures should be developed and presented which could mitigate those impacts.

Wetlands

- 4 The draft EIS indicates that some wetlands will be filled as a result of the proposal. The final EIS should describe how compliance with Executive Order 11990 (Protection of Wetlands) will be achieved. Under the Order, Federal agencies must avoid construction in wetland areas unless it is determined that there is no practical alternative and the proposed action incorporates all practical measures to minimize harm to wetlands.

Lt. Col. Walsh

Page 2.

Endangered Species

- 5 The Draft EIS contains a list of species expected to occur in the project areas (F.E. Warren AFB, Wyoming, and Malmstrom AFB, Montana) and states that no threatened and endangered species will be affected by the proposal. However, the EIS does not indicate how the Air Force arrived at this "no effect" determination. Further, it is not clear whether a biological assessment of effect on endangered species was prepared for the proposal. A biological assessment must be prepared for major construction activities (30 CFR 402.12(b)) and be submitted to the U.S. Fish and Wildlife Service (FWS) for review (50 CFR 402.12(j)). The findings in the biological assessment and the results of any consultation conducted under the Endangered Species Act should be presented in the final EIS.

- 6 The F.E. Warren and Malmstrom sites are located within the historic range of the endangered black-footed ferret (*Mustela nigripes*). The final EIS should assess the potential effects of the proposal on this species and its habitat. Prairie dog colonies are considered potential habitat for the black-footed ferret. If prairie dog colonies occur within the proposed project areas, surveys that are coordinated with FWS should be conducted to determine the presence of the black-footed ferret.

Cultural Resources

- 7 The final EIS should document consultation with appropriate State Historic Preservation Officers as prescribed by the National Historic Preservation Act.

Page-specific Comments

- 8 o Page 4.2-48, Table 4.2.6-1. The swift fox (*Vulpes velox*) is a candidate species, not an endangered species.
- 9 o Page 4.2-51, Threatened and Endangered Species. This section should incorporate the conclusions of the biological assessment (i.e., project-related impacts on federally listed species). This section should also include an assessment of potential impacts on the Colorado butterfly plant (*Gaura neomexicana* ssp. *coloradensis*). This plant is a candidate species. Measures to protect this species from project-related impacts should be presented in the final EIS.
- 10 o Page 4.9-51, Table 4.9.6-1. The black-footed ferret should be added.

Thank you for the opportunity to provide comments on the draft EIS. We hope you find them useful in developing the final document. For technical assistance on matters pertaining to the Endangered Species Act, you may contact the Supervisor, U.S. Fish and Wildlife Service, P.O. Box 10023, Helena, Montana, 59628 (telephone 406-449-327 or PWS 585-5225).

Sincerely,

Bruce Blanchard
Bruce Blanchard
Director

LOCATION WHITEMAN AIR FORCE BASE, MO.

COMMENT SHEET U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters we may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 I am greatly disappointed with the U.S. government, Air Force, and public officials of our country. I am only 24 years old (just graduated from Whitman College and plan to pursue my Master's at the University of Idaho) and make a little money in exporting our lumber to be shipped, painted, and then sold. I find it extremely disappointing and disturbing to find that there now seems to be more concern for American businessmen and consumers. I find it extremely disturbing to discover that I cannot trust those who were chosen to represent to uphold justice and good for all citizens than being swayed from a budget. It was really disgusting to watch the two powers that be (Congressmen, Mayors, Air Force) rather than other responsible people from such a project, rather than those of the common people. It is obvious that this is only beneficial to those powers and their small groups because there is much more information and much smaller studies appear appearing than there are supporting it. Studies by objective and unbiased scientists, which is not the case with the Air Force. Bureaucratic and educated common people speak out against this project such as a Judge, Priest, Scientist, Scientist, etc. The argument about bringing a job is a myth. I did a research project regarding the impact of the closure of housing these economic benefits that will amount to the transportation down on the rest of the American economy - largely negative transfer to the other country.

Peter J. Stenbacher 1241 Charlotte K.C. MO 64104

Name	Street Address	City	State
Lt Col Peter Walsh	AFRCB-BMS/DEV	Norton Air Force Base	San Bernardino, California 92409

Please hand this form in or mail to:

Please pass this on to other public officials responsible for this project and our Congress members and the President.

Thank You

(over)

DOCUMENT 517

Just a few more of the ~~other~~ issues not covered or justified are:

- 2 The effects from producing the modern warheads, including the generation of waste, the release of radioactive materials, and the exposure of workers, is not adequately addressed in the DEIS.
- 3 Since actual testing of missiles from Grand Forks is not projected to take place until 1991, is it possible that much environmental damage could be done before discovering that the system is useless?
- 4 The economic impact of shutting down the program after it has been built is not discussed. This is a real possibility due to negotiations at the START talks!
- 5 The Congressional Budget Office report of Nov '87 said that in any credible attack scenario, even with no warning, the U.S. would have remaining over 3,700 warheads to return an attack. With warning the figure jumps to over 5,200 warheads. Given these figures, why should we waste such excessive amounts of money needed to deliver for 500 first strike warheads in trying to maintain our deterrence?

"Knowledge brings responsibility" and NOTHING
can cross that!

Truly,

George A. Sinner

DOCUMENT 518

State of North Dakota

OFFICE OF THE GOVERNOR
BISMARCK NORTH DAKOTA 58505
(701) 224-2200



GEORGE A. SINNER
GOVERNOR

September 20, 1988

Lieutenant Colonel Thomas J. Bartol
AFRC-BMS/DEV
Norton AFB, CA 92409-6448

Dear Lieutenant Colonel Bartol:

Enclosed is a corrected copy of our comments on the Draft Environmental Impact Statement (EIS) - Peacemaker Rail Garrison Program.

The section titled "Geography and Soils" was actually omitted; the comments under that heading should have been under the heading "Other".

I would appreciate substitution of this corrected copy for the statement we originally submitted.

Sincerely,

George A. Sinner
George A. Sinner
Governor

GAS:JSC:dmj

Enclosure

DOCUMENT 518

In response to the Draft EIS for the Peacemaker Rail Garrison Program, this office, in consultation with various state agencies, offers the following comments:

Socioeconomics

1. While the Draft EIS discusses and summarizes various impacts and reaches conclusions on the communities' abilities to handle the impacts, no information or projections are provided on tax revenues. It is difficult to assess a community's ability to effectively address the impacts unless potential revenue can be projected.
2. While the Draft EIS reviews many of the infrastructural concerns of the Grand Forks and Minot regions of influence, it noticeably neglects mention of social service impacts. With a projected rise and decline of "proposed action" direct civilian employment (in the Grand Forks area from 83 in 1990 to 235 in 1991 to 58 in 1993 (p. 4.7-10) and in the Minot area from 95 to 260 to 58 in the same years (p. 4.10-11)). It suggests that some social service intervention will be needed over these years. In addition, with the increase in military employment, local social service agencies will see an additional increase in workload and expenditures. Simply maintaining ratios of government employees to population will not account for increased expenditures in this category of governmental service.
3. For both Grand Forks AFB and Minot AFB, the Draft EIS, in analyzing Public finance associated with educational expenditures, states temporary revenue shortfalls could occur as state foundation program monies lag behind the additional enrollment associated with the proposed and alternative actions. In both cases the DRAFT EIS cites the availability of school district reserve funds to cover potential shortfalls (p. 4.7-12 and p. 4.10-10).

The reliance on school district reserve funds at Grand Forks and Minot is questionable at this time. As a result of declining economic conditions in North Dakota, associated with a faltering oil industry and the current drought, state revenues are declining. This has caused reductions in state expenditures, including state foundation aid. This is placing stress on local school district budgets.

By the estimated dates of construction and deployment of the Rail Garrison program, finances may be such that the program impacts on school finances may be considerably greater than stated in the Draft EIS. Therefore, a closer examination of this element may be warranted with consideration given to DOD financial aid to these districts.

DOCUMENT 518

Draft EIS - Peacemaker Rail Garrison Program
Page 2

Utilities

The Draft EIS, in analyzing waste-water impacts for Grand Forks Air Force Base, states that "While the program-related increase is relatively small, it may increase the frequency of effluent standard violations" (p. 4.7-17). In addition, it states that at the Minot AFB, "the existing lagoon system on base is operating near capacity and may not be adequate to handle the increased flow" (p. 4.10-13). It is our position that waste-water treatment facilities at both bases be adequate and that efforts be increased to mitigate any impact associated with base operations so as to minimize any pollution which may occur.

Transportation

1. At the Grand Forks AFB, construction of the Rail Garrison would result in the installation of a second rail spur between the Burlington Northern main line and the base (p. 4.7-3). Both rail spurs would intersect US Highway 2 adjacent to the Grand Forks Base. To minimize possible disruptions along U.S. Highway 2, we would recommend consolidation of the two rail spurs into one. In addition, we assume that crossing maintenance would be the responsibility of the Air Force and urge consideration of this point if it currently is not intended.
2. Another concern we have is that the rail system, already creating blockages at high frequency traffic points, will experience additional traffic from this program. Has DOD considered remedies to reduce these blockages, especially for emergency vehicles? Such remedies include grade separation or procedures to give precedence to emergency highway traffic.

Cultural Resources

As communicated to you separately by the North Dakota State Historic Preservation Office (SHPO), the Draft EIS judgement that "it is not likely that any important sites would be affected by the proposed program" (p. 4.10-21) is premature until the results of the cultural resource survey commissioned by DOD has been reviewed by the SHPO.

Geography and Soils

2. The draft EIS, in analyzing soil erosion, acknowledges short-duration impacts at both the Minot and Grand Forks sites (p. 4.7-33 and p. 4.10-21). In the context of the analysis, inference is made that during and after construction, a mulch would be applied. This would reduce program-related soil erosion. Such efforts are clearly a necessity and should be required.

Draft EIS-Peacekeeper Rail Garrison Program
Page 3

Other

1. Beyond the scope of the Draft EIS, we need to consider the issue of the benefits of wide-spread dispersion of missile capabilities. This is important from the point of view of the survivability of U.S. Ballistic missile forces and also from the point of view of future sensitivity by political and military leaders who will have to consider the vulnerability of the nation, not just sparsely populated regions in which the forces are based.
2. Another question involves the possible threat to public peace when the training trains come in contact with demonstrators from protest groups. What is USAF policy regarding protestors interfering with the training trains during the performance of their duties? What is the sharing of responsibility here between local, state and federal law enforcement agencies?

The above comments represent some of the major concerns raised by the Draft EIS in North Dakota. These comments, however, do not preclude the submission of comments from the individual agencies on specific points.

Thank you for the opportunity to comment on the Draft EIS. Your attention to local issues and concerns is appreciated.



STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

September 22, 1988

Patrick F. Caruana, Colonel
United States Air Force
Deputy Director of Strategic, SOW
and Airlift Programs
Washington, D.C. 20330-1000

RE: TX-R-88-07-06-0001-50
Peacekeeper Rail Garrison System

Dear Colonel Caruana:

Attached are subsequent comments received from the Texas Department of Health, Texas Water Development Board and the Texas Parks and Wildlife Department on the referenced draft environmental impact statement.

If we may be of further assistance, please let us know.

Sincerely,

T. C. Adams
T. C. Adams
State Single Point of Contact

TCA/pon
Enclosure



Texas Department of Health

Robert Bernstein, M.D., F.A.C.P.
Commissioner

1100 West 49th Street
Austin, Texas 78756-3199
(512) 458-7111

Robert A. Maclean, M.D.
Deputy Commissioner
Professional Services
Hermas L. Miller
Deputy Commissioner
Management and Administration

September 1, 1988

Mr. Bob Davis
Governor's Office of Budget and Planning
P. O. Box 12428 - Capitol Station
Austin, Texas 78711

ATTN: Mr. T. C. Adams, Director
Special Projects

SUBJECT: Peacekeeper Rail Garrison Program
Draft Environmental Impact Statement
Taylor County
U.S. Department of the Air Force
Governor's Office of Budget and Planning
EIS No. TX-R-88-07-06-0001-50-00

Dear Mr. Davis:

A copy of the Draft Environmental Impact Statement (DEIS) -- Peacekeeper Rail Garrison Program and its associated attachments have been reviewed for their public and environmental health implications. The document was prepared by the U.S. Department of the Air Force; it is dated June 1988.

Based on information contained in the subject DEIS, no significant long-term adverse public or environmental health impacts are expected if the proposed activities are conducted in accordance with good public and environmental health principles.

We appreciate the opportunity to review and comment on the Draft Environmental Impact Statement -- Peacekeeper Rail Garrison Program and its associated attachments.

Sincerely,

L. D. Thurman, P.E.
L. D. Thurman, P.E., Acting
Associate Commissioner for Environmental
and Consumer Health Protection

MWR/re

cc: Public Health Region 5, TDM
Bureau of Environmental Health, TDM



**TEXAS
PARKS AND WILDLIFE DEPARTMENT**

COMMISSIONER

CHANCE WASH
Chairman, San Marcos
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WILL L. GRAMM
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BEATRICE CAMP POKENS
Austin
A. R. TONY SANCHEZ, JR.
Lubbock

September 7, 1988

Mr. T. C. Adams
State Single Point of Contact
Governor's Office of
Budget and Planning
Post Office Box 12428
Austin, Texas 78711

Re: Draft Environmental Impact Statement
Peacekeeper Rail Garrison Program
EIS# TX-R-88-07-06-0001-50-00

Dear Mr. Adams:

A search of the Texas Natural Heritage Program Information System revealed no presently known occurrences of special species or natural communities in the general vicinity of the proposed project. The Heritage Program information included here is based on the best data currently available to the state regarding threatened, endangered, or otherwise sensitive species. However, the data does not provide a definite statement as to the presence or absence of special species or natural communities within your project area, nor can it substitute for an evaluation by qualified biologists. It is intended to assist you in avoiding harm to species that occur on your site. Please contact the Texas Parks and Wildlife Department's Heritage Program before publishing or otherwise disseminating any specific locality information.

Because proposed construction of the facility will be on the Dyess Air Force Base and existing railroad tracks would be used, with some modifications and additions, no apparent significant adverse impacts upon fish and wildlife are anticipated.

I appreciate the opportunity to review this project.

Sincerely,

Charles D. Travis
Charles D. Travis
Executive Director

CDT:RMS:wjg



TEXAS WATER DEVELOPMENT BOARD

Louis Welch, Chairman
 Stuart N. Coleman, Vice Chairman
 Helen E. Brown, Secretary

M. Ronald Arnold II
 Executive Administrator
 September 15, 1988

Thomas M. Dunning, Director
 Robert E. Jones, Director
 William E. Patton, Director

Mr. T. C. Adams
 Governor's Office of Budget and Planning
 Budget and Planning Office
 P. O. Box 12428
 Austin, Texas 78711

Dear Mr. Adams:

Re: TRACS Review of Peacekeeper Rail
 Garrison System
 TRACS # TX-R-88-07-06-0001-30-00

This project involves the deployment of Peacekeeper missiles at several existing air bases including Dyess AFB, Abilene, Texas. Both the proposed action of deploying 50 missiles on 25 trains or the alternative of 100 missiles on 50 trains would have similar impacts on State water resources.

3 Currently Dyess AFB obtains its potable water from the City of Abilene. Since approximately 60% of AFB personnel live off of the base, the city also provides for these domestic users. The 1987 water demand for the City of Abilene was 16.3 million gallons per day (MGD), according to the environmental impact statement (EIS). The city currently obtains its water supplies from Fort Phantom Hill, Abilene, and Hubbard Creek lakes, and additionally has an interest in the Stacy Reservoir Project which is currently under construction. We note that there is an inconsistency between the value of 1.02 MGD for Dyess AFB's potable water demand as presented on page 4.4-14, and the value of 1.2 MGD presented on page 4.4-28; these should be the same value. The correct value appears to be 1.2 MGD, which may change the values presented in the wastewater analysis on page 4.4-14.

4 Dyess AFB's wastewater goes to the City of Abilene. The city employs an activated sludge treatment plant with design capacity of 13.4 MGD. Presently the plant is at or above capacity (13.5 MGD, 1987). Dyess AFB estimates its hydraulic load at .61 MGD (50% of its potable demand of 1.02 MGD), 4.5% of the total hydraulic load to the plant, but with the correct demand value of 1.2 MGD, the AFB's contribution to the total hydraulic load is 5.3%. No information is given about biochemical oxygen demand (BOD), total suspended solids (TSS), or nutrient loads attributable to the AFB. The EIS states that plant capacity is to be expanded to 18 MGD by 1990, although there is no indication that construction has begun or has been scheduled.

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 1741 N. Congress Avenue

Mr. T. C. Adams
 Page 2
 September 15, 1988

The general surface runoff from Dyess AFB is to the northeast within and along the Little Elm Creek drainage. The EIS does not present information about storm-water systems and routing for existing land drainage, or for additional land acquired in the southeast section that is proposed to serve as the Explosive Safety Zone. Given the types of materials that will be stored at the base, a discussion of storm-water routing in the EIS would be appropriate. Changes in surface condition from vegetative to paved or hardpack will have some impact on runoff quantities and timing. The EIS states that the 100-year flood plain on Dyess AFB remains within well-defined channels, except where the newly acquired land is proposed for the Explosive Safety Zone. Also, a new railroad bridge to be built across Little Elm Creek is mentioned, but no criteria are given with respect to flood flow design.

5

6

7

No water quality data is presented for Little Elm Creek in the vicinity of Dyess AFB, but the most critical water quality impacts are likely to arise from accidental spills and leaching of stored materials. Some discussion is provided on risk calculations in Section 5.3 and on environmental and human health effects in Section 5.4. However, no risk estimates are made for environmental or human health effects. Information about spills and leakage from stationary sources similar to that for transportation mishaps is given in the document. With information of this type, a more rigorous assessment in the EIS of the potential for adverse water quality impacts could have indicated the probability of occurrence over the 20-year life of the project.

Sincerely,

M. Ronald Arnold II
 Executive Administrator

LOCATION Jacksonville, Arkansas
 COMMENT SHEET
 U.S. AIR FORCE PEACEKEEPER RAIL GARRISON PROGRAM

Thank you for attending this hearing. Our purpose for hosting this hearing is to summarize for you the environmental consequences we have determined may occur if the Peacekeeper Rail Garrison program proceeds, and afford you an opportunity to bring to our attention matters you may have inadvertently overlooked. Our goal is a thorough environmental analysis that will be available to public officials and citizens before a final decision on the program is made. Please use this sheet to bring to our attention environmental issues that you feel have not been adequately analyzed in the Draft Environmental Impact Statement.

- 1 What kind of environmental impact quantities do we have if there is a diversion of the mainline into the new route by the bridge built on our side (first rail options)?
- 2 How often are the off-road tankers going to be so close to the bridge or to the station? (average when the train is on the side?)
- 3 How much fuel is involved in the going to be for land owner along the route?
- 4 How many military or civilian personnel will be employed to operate the system?
- 5 What kind of environmental impact is there going to be along the mainline along the rail route?
- 6 How many going to be between the mainline between the station and the mainline? (average?)
- 7 How much personnel of the MX missile system is there in the area? (How much fuel for the MX missile system?)

Andrew Del Greco, 4477 Box 201A, P.O. Box 201A

Name Street Address City State

Please hand this form in or mail to:

Lt Col Peter Walsh
 AFRC-BMS/DEV
 Norton Air Force Base
 San Bernardino, California 92409

Col Peter Walsh
 AFRC-BMS/DEV
 Norton AFB, CA 92409-8548

Dear Sirs,

I am writing to let you know about concerns I have that should be addressed in the EIS for MX rail garrison.

What will be the effects on the nation's rail service - during construction? during emergencies?

2 What could happen to Monticello when an accident occurs? Derailments, collisions, an construction accidents are not uncommon.

Here are some concerns which are especially important and must be considered in an EIS:

3 What is the effect on our country of putting millions or billions of dollars into MX (and also people's efforts, creativity, and natural resources) instead of putting these resources in other possible directions - like social programs, environmental protection, or lowering taxes?

4 Does MX help protect our country, or does it destabilize, increase my state's danger as a nuclear target, give the USA some encouragement to start a nuclear war?

My belief is that MX and any nuclear weapons consume many resources and leave our country worse off than we started.

I don't expect you to agree with me, but I hope you will make sure these issues get consideration.

Thank you
Deborah L. Blank

D. L. Blank
P. O. Box 953
Whiteth, Montana 59937

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4.1 Responses to Post 31 August 1988 Documents

Doc No.	Comment No.	
511	1	RESPONSE: Field surveys were conducted on Fairchild AFB in 1988 to fully evaluate the wetlands that would be affected by the program. The wetlands were delineated as per the U.S. EPA wetland delineation methods. A detailed analysis was conducted based upon the results of the field delineation. If Fairchild AFB is chosen for Rail Garrison deployment, a detailed wetland mitigation plan would be prepared in accordance with the requirements of Section 404 of the Clean Water Act and in cooperation with the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Washington Department of Ecology, and other interested agencies.
511	2	RESPONSE: If Fairchild AFB is chosen for Rail Garrison deployment, a detailed mitigation plan would be prepared in order to minimize impacts on wetlands. Potential relocation of facilities would be addressed in the mitigation plan. The plan would be prepared as per the requirements of Section 404 of the Clean Water Act and in cooperation with the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Washington Department of Ecology, and other interested agencies. Impacts on nonwetland habitats would be minimized as much as possible.
511	3	RESPONSE: Section 4.6.6.3 of the Final EIS has been changed to reflect these comments.
511	4	RESPONSE: Due to page limitations, the specific classifications for all of the wetlands that would be affected by the program could not be included in the EIS. The National Wetland Inventory Maps were consulted during the preliminary photointerpretation phase. Findings of this preliminary determination were checked in the field in the spring of 1988. The text represents a much condensed version of our analysis.
511	5	RESPONSE: See response to Document 511, Comment 2.
511	6	RESPONSE: The burrowing owl may occur in the area that would be disturbed by construction activities. If Fairchild AFB is chosen for Rail Garrison deployment, the Spokane office of the Washington Department of Ecology would be contacted before any construction activities begin. Joint site inspections would be conducted, where necessary.
511	7	RESPONSE: The report detailing the results of cultural resources investigations at Fairchild AFB has been transmitted to the SHPO in accordance with standard reporting procedures. The SHPO has reviewed the report and concurred with the finding that no resources eligible for the NRHP would be affected.
512	1	RESPONSE: All of the data and information provided by various departments and agencies of the State of Montana have been considered in the environmental impact analysis for the Peacekeeper Rail Garrison program. Since the program is considerably smaller than the Small ICBM program, the presentation of analysis in this Final EIS for Peacekeeper

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Rail Garrison is at a lesser level of detail than that presented in the Draft EIS for the Small ICBM program.

- 512 2 **RESPONSE:** Monitoring of the social services demands of immigrating military personnel and dependents was conducted at F.E. Warren AFB for a defense program of similar size to the Proposed Action. No significant increases in service demands were identified.
- 513 1 **RESPONSE:** The Air Force will comply with Section 404 permit requirements and will prepare wetland mitigation plans, as required, for those bases where wetlands will be affected by program activities. See Final EIS, Sections 4.3.6.3, 4.6.6.3, 4.11.6.3, and 4.12.6.3 for detailed discussions of potential wetland impacts at Barksdale AFB, Fairchild AFB, Whiteman AFB, and Wurtsmith AFB, respectively. Mitigation cost estimates were included in site analyses, but were never a significant determinant compared to overall costs of system deployment.
- 513 2 **RESPONSE:** A statement of the Air Force's responsibilities under Executive Order No. 12580 will be included in the Final EIS. A clarification of DOD's role in providing emergency response activities related to the Peacekeeper Rail Garrison program has been included in Section 5.5 of the Final EIS. A clarification of the notification procedures that would be used to inform the EPA and other federal, state, and local agencies of emergency incidents is also provided in Section 5.5 of the Final EIS.
- 513 3 **RESPONSE:** The Final EIS Section 3.10.5 has been modified in response to this comment. Additional air quality modeling was performed to evaluate the short-term impacts of fugitive dust on PM₁₀ concentrations at the base property lines.
- 513 4 **RESPONSE:** Table 5.3.1-3 has been modified with atmospheric stability E defined as slightly stable. The reference to mixing layer depth was eliminated and replaced with surface inversion. Section 5.4.2.1 was rewritten and a figure showing the dispersion of MMH downwind with distance was added (Figure 5.4.2-1). The reference to distance in the text was deleted. The use of English units and metric units inside or outside parentheses was eliminated. English or metric units were used individually in the revised version of Chapter 5.
- 513 5 **RESPONSE:** If Barksdale AFB is chosen for Rail Garrison deployment, a detailed wetland mitigation plan would be prepared per Section 404 of the Clean Water Act and in cooperation with the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and other interested agencies. Furthermore, the Air Force has continued the siting redesign efforts to reduce or avoid impacts on wetlands on Barksdale AFB as much as possible. The potential for impacts on wetlands at Barksdale AFB and other candidate installations would be taken into consideration during the base selection process. Alternative siting analysis is described in Final EIS Section 4.3.6.3.
- 513 6 **RESPONSE:** A potential loss of 3.2 acres of wetlands is indicated for Wurtsmith AFB in the Final EIS, Section 4.12.6.3 if this base is selected for deployment. All of this loss is due to the Peacekeeper project and

does not include any potential loss due to the potential addition of a second rail spur. If a second spur is added to the system in the future, additional environmental analysis and documentation would be prepared for that action. The document has been revised (Section 4.12.6.3) to clarify the discussion on replacement of lost habitat. Unless otherwise suggested by the U.S. Corps of Engineers, the Air Force will follow a policy of "in kind" wetland creation or enhancement.

- 513 7 **RESPONSE:** Michigan has chosen to administer its own permit program for the discharge of dredged or fill material into wetlands within its jurisdiction. Michigan's program, as such, meets the requirements of Section 404. An analysis of feasible alternatives was conducted and is described in the Final EIS, Section 4.12.6.3. Further wetlands and mitigation analysis will be presented through the permit process if Wurtsmith AFB is chosen for deployment of Rail Garrison.
- 513 8 **RESPONSE:** If Wurtsmith AFB is chosen for deployment of the Rail Garrison program, a detailed mitigation plan would be prepared in consultation with appropriate state and federal agencies and would include a discussion of replacement or enhancement requirements (See Final EIS, Section 4.12.6.3). The mitigations referenced in the Draft EIS were meant to be inclusive of wetland and nonwetland habitats. Some of these have been reworded in the Final EIS, Appendix and Chapter 4.
- 513 9 **RESPONSE:** If Wurtsmith AFB is chosen for deployment of the Rail Garrison program, a detailed wetland mitigation plan would be prepared which would include a discussion of monitoring requirements.
- 513 10 **RESPONSE:** Final EIS Section 4.12.10.3 has been modified to include an analysis of the noise impacts resulting from relocation of the grenade range at Wurtsmith AFB.
- 513 11 **RESPONSE:** The base is currently reviewing a regional water supply plan which would use Lake Huron water to supply several towns in Iosco County, Michigan and Wurtsmith AFB. In addition, the feasibility of an alternate, local groundwater supply to meet the needs of the Peacekeeper Rail Garrison program is also being investigated. These are mentioned as potential mitigation measures in the Final EIS, Section 4.12.7.3.
- 513 12 **RESPONSE:** Noted.
- 513 13 **RESPONSE:** Immigrating population were incorporated into the utilities and transportation analyses and the impacts were identified in Sections 4.3 and 4.4.
- 513 14 **RESPONSE:** Locating the Rail Garrison program at Wurtsmith AFB may cause additional development in the region. The proponents of these various developments would be responsible for complying with all appropriate local, state, and federal laws and regulations and preparing any wetland mitigation plans that may be required.
- 513 15 **RESPONSE:** If Fairchild AFB is chosen for deployment of the Rail Garrison program a detailed wetland mitigation plan would be prepared per the requirements in Section 404 of the Clean Water Act in cooperation

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with the U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, and other interested local, state, and federal agencies (See Final EIS Section 4.6.6.3).

- 513 16 **RESPONSE:** Two siting options are identified for the garrison at Malmstrom AFB. Potential impacts for each of these options are discussed under each environmental resource. The only difference documented in the Draft EIS was in Land Use. The impacts reported for Biology in the Draft EIS have been revised and appear in Section 4.9.6 of the Final EIS. With concurrent deployment of the Peacekeeper Rail Garrison and Small ICBM programs, the east site option would not be considered because of facility siting and operational requirements of the Small ICBM program in that area. Therefore, cumulative impacts resulting from the concurrent deployment of the two programs were analyzed for only the south site option.
- 513 17 **RESPONSE:** Detailed analyses and field delineations of wetlands were conducted at Malmstrom AFB. Due to page limitations, the results of these surveys are presented in condensed form in the Final EIS, Section 4.9.6.3.
- 513 18 **RESPONSE:** Discussions with agricultural agencies and irrigation districts in the area in 1987 indicated that no major new agricultural irrigation projects would occur in the foreseeable future. Statistics on irrigated acreage in Cascade County from 1979 to 1985 show substantial variation but no increasing trend. As stated in the Final EIS, Section 4.9.7.3, the City of Great Falls (which also supplies water to Malmstrom AFB) has water rights to over 73,000 acre-ft/yr of Missouri River water, far in excess of the city's projected needs.
- 513 19 **RESPONSE:** As now stated in the Final EIS, Section 3.8.5, the water use numbers used in the text have generally been rounded to the nearest 10 acre-ft. This appears justifiable due to the inherent uncertainty in both baseline water use and program water estimates. Table 4.9.7-1 shows only the program-induced water figures and is correct.
- 513 20 **RESPONSE:** The Peacekeeper Rail Garrison program, as currently scheduled, would be initiated in 1990 with construction activity at F.E. Warren AFB, Wyoming. Garrison base construction and deployment at selected locations could begin at any time between 1990 and 1992. The currently described Small ICBM program at Malmstrom AFB is for planning purposes, scheduled to be constructed and deployed between 1990 and 1996. Sensitivity analyses varying the start date of Rail Garrison activities over the years 1990 through 1992 suggest no considerable differences in cumulative impacts.
- 513 21 **RESPONSE:** The impact of the Proposed Action rail traffic was considered to be negligible because the increase in rail use by the Peacekeeper Rail Garrison program is very small. If a second rail connection is considered for adoption at a later date, specific proposed routes and their alternatives will be determined and appropriate environmental analysis will be accomplished.

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- 513 22 **RESPONSE:** Revised figures for the capacity of the lagoon and overland flow system have been incorporated into Section 4.11.2.2 of the Final EIS. Revisions to the projected population of Knob Noster have reduced the 1994 projected average daily flow to 0.24 MGD. It appears that no additional land will be required to treat the projected flow.
- 513 23 **RESPONSE:** The 0.38-MGD figure was erroneous and has been corrected to 6.0 MGD in the Final EIS, Section 4.11.2.2.
- 513 24 **RESPONSE:** This water quality problem is now discussed in the Final EIS, Section 4.11.7.2.
- 513 25 **RESPONSE:** An estimate of program-induced sedimentation from the garrison site is now included in the impact assessment. Also, it is expected that herbicides would be used to maintain a minimum level of brush clearance and visibility in this high security area. Only EPA-registered herbicides would be used and they would be applied in accordance with proper application procedures. Their use is not expected to appreciably change local water quality conditions. No substantial quantities of additional pollutants are expected to occur in stormwater runoff from the garrison site.
- 513 26 **RESPONSE:** The analysis of program water use in the Warrensburg area (Final EIS Section 4.11.7.3) indicates that program-induced pumpage in the town's wells would be about 50 acre-ft/yr, or less than two percent of baseline pumpage. It is doubtful whether any groundwater model would be sensitive enough to accurately determine changes in groundwater flow patterns attributable to such a small increase in pumpage, and no modeling has been carried out. An official with the Warrensburg Water Company stated that the last salinity problems the company had were in 1962 and resulted in the abandonment of several wells. There have been no indications of salt water intrusion in any of the current supply wells.
- 513 27 **RESPONSE:** As stated in Final EIS Sections 4.11.2.2 and 4.11.7.2, the water system at Whiteman AFB is being expanded to meet the increased water demands expected from the deployment of the B-2 bomber mission at the base in the early 1990s. Three new wells have recently been drilled at the base to supply the expected increased water use. The base worked closely with the State of Missouri to assure proper well protection. This resulted in the addition of extra casing for the upper 60 feet of one of the wells. No additional wells would be drilled to meet the needs of the Peacekeeper Rail Garrison program should it be deployed at the base. The Missouri Division of Environmental Quality was contacted regarding the status of its Wellhead Protection program. The state program is still in the early stages of formation and no specific guidance regarding future activities at Whiteman AFB was forthcoming.
- 513 28 **RESPONSE:** Section 4.11.9.2 of the Final EIS has been modified to clarify the fact that the boiler to be added to the Whiteman AFB heating plant is for the B-2 bomber program and all of the air quality impacts will be evaluated when the construction permit is obtained.

- 513 29 **RESPONSE:** If Whiteman AFB is chosen for deployment of the Rail Garrison program, a detailed wetland mitigation plan would be prepared per the requirements of Section 404 of the Clean Water Act in cooperation with the U.S. EPA, U.S. Army Corps of Engineers, and other interested local, state, and federal agencies (Final EIS Section 4.11.6.3).
- 514 1 **RESPONSE:** Siting of the Rail Garrison facilities at the north site option has carefully avoided constructing program facilities near the location of the wellbore. The location of the wellbore would also be clearly marked and visible during the construction phase.
- 514 2 **RESPONSE:** Concerns for soil erosion sedimentation and erosion control practices have been addressed in Final EIS Sections 3.9.5, 4.4.7.3, and 4.4.8.3. Standard construction practices to minimize erosion and sedimentation will be required. These practices will be implemented at the site via an environmental protection plan prepared by each contractor selected to construct program components at the military base. Soil erosion is considered a short-duration problem related to the construction phase. Following construction, stabilization and revegetation measures should reduce long-term erosion to near-baseline levels.
- 514 3 **RESPONSE:** During the construction phase, crews will use appropriate management practices to protect public water supplies and maintain stream quality. In compliance with federal regulations, each base has a Hazardous Waste Management Plan and a Spill Prevention and Response Plan. These plans identify the process of collecting, storing, and shipping hazardous wastes. The plans also outline the procedures necessary to respond to unplanned releases of hazardous materials during the operations phase. Each of these plans will be updated to incorporate Peacekeeper Rail Garrison facilities and program-related wastes.
- 514 4 **RESPONSE:** This error has been corrected on Figure 4.4.7-1 in the Final EIS.
- 514 5 **RESPONSE:** See Document 16.
- 515 1 **RESPONSE:** The Final EIS thoroughly discusses the No Action Alternative as well as the alternative of 100 missiles on 50 trains. Predictions for conditions for the No Action Alternative are discussed under baseline conditions of each chapter. There are no other reasonable alternatives. See response to Document 3, Comment 1.
- 515 2 **RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 515 3 **RESPONSE:** See response to Document 34, Comment 11.
- 515 4 **RESPONSE:** Issues of nuclear war are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 515 5 **RESPONSE:** Issues of strategic policy and enemy threat are beyond the scope of this EIS. See response to Document 3, Comment 1.

- 516 1 **RESPONSE:** Aggregate demand for the program is expected to be less than 400,000 tons per installation. Producers were contacted near each installation and it was determined that aggregate is available from existing producers in the area and the program demand would not cause any shortage.
- 516 2 **RESPONSE:** The EIS does not imply that "minerals do not exist" due to a lack of existing leases for mineral resource deployment. The Region of Influence (ROI) for the program was limited to a 1-mile radius for each installation due to the limited nature of the proposed program. Critical and strategic minerals were not identified in the ROI at any installation. We acknowledge that mineral resources do occur near several installations but these localities were not within the ROI. Regional investigations to identify critical and strategic mineral resources were not conducted because they were not considered to be within the scope of this study.
- 516 3 **RESPONSE:** An analysis of the regional recreation demands was not included in the EIS due to the small size of the program-related population changes relative to baseline levels. However, local recreation demands in terms of the additional personnel required to meet these demands were included in the public services analysis.
- 516 4 **RESPONSE:** Alternative sites were considered at those bases where it was determined that wetlands would be affected. In order to properly locate program facilities within existing facilities and meet engineering, safety, and operational constraints, it was determined that there would be no practical alternative to the proposed construction of some facilities in wetlands. Site-specific mitigation plans will be prepared for those bases that are chosen for program implementation. These plans will be prepared per the requirements in Section 404 of the Clean Water Act and Executive Order 11990, appropriate state, federal, and local laws and regulations, and in cooperation with the U.S. Army Corps of Engineers and the U.S. EPA.
- 516 5 **RESPONSE:** Data regarding regional and site-specific distributions, abundance, population status, and habitat requirements for federal threatened and endangered species were obtained from various U.S. Fish and Wildlife Service regional offices, state game departments, natural heritage programs, and various other sources. Field surveys were also conducted at all 11 bases to evaluate habitats onbase and to determine if any federally listed species or their habitats would be affected by the proposed program. Following the analysis of all available data, it was determined that no federally listed threatened or endangered species would be affected by the proposed program. A biological assessment must be prepared for a major construction project if it is determined that a project may affect a federally listed threatened or endangered species. It was determined that the proposed program was not in a "may affect" category and no biological assessments were prepared.
- 516 6 **RESPONSE:** Surveys were conducted on F.E. Warren AFB (both north and south sites) and Malmstrom AFB (both south and east sites). No prairie dog towns were identified on any of the sites; therefore, no impacts on black-footed ferrets are expected to occur. Table 4.9.6-1 has been revised to include the historical presence of black-footed ferrets in the ROI for Malmstrom AFB. See the Final EIS, Sections 4.2.6.3 and 4.9.6.3.

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- 516 7 **RESPONSE:** In the course of fulfilling the requirements of Section 106 of the National Historic Preservation Act, the Air Force has received correspondence from State Historic Preservation Offices in nine states. Because of the volume of correspondence, these documents are not included in the Final EIS. They will be maintained on file by the Air Force and will be made available through the National Technical Information Service, 5285 Port Royal Road, Springfield, Virginia, 22161, Attention Order Control.
- 516 8 **RESPONSE:** The federal status of the swift fox has been corrected in the Final EIS from federal endangered to federal candidate, Category 2. See the Final EIS, Tables 4.2.6-1 and 4.9.6.1.
- 516 9 **RESPONSE:** It was determined that no federally listed threatened or endangered species would be affected by the program; therefore, no biological assessment was prepared. The Colorado butterfly plant occurs on F.E. Warren AFB in the riparian habitats along Crow and Diamond creeks. These riparian habitats are not located in the direct impact area and would not be affected by program implementation at the north site. A detailed survey was conducted in August 1988 on the proposed south site to determine if the Colorado butterfly plant was present. No plants were found; therefore, no impacts on the plant are expected. See the Final EIS, Section 4.2.6.3.
- 516 10 **RESPONSE:** The black-footed ferret has been added to Table 4.9.6-1. See the Final EIS, Section 4.9.6.3, Table 4.9.6-1.
- 517 1 **RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 517 2 **RESPONSE:** Production of nuclear warheads is beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 517 3 **RESPONSE:** Issues relating to the development of the missile are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 517 4 **RESPONSE:** See response to Document 33, Comment 63.
- 517 5 **RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 518 1 **RESPONSE:** See Document 424.
- 518 2 **RESPONSE:** Concerns for soil erosion and erosion control practices have been addressed in the Final EIS, Section 3.9.5. Soil erosion is considered a short-duration problem related to the construction phase and has also been covered under mitigation sections related to construction.
- 519 1 **RESPONSE:** Noted.
- 519 2 **RESPONSE:** Noted.
- 519 3 **RESPONSE:** Over the next few years, Dyess AFB is expected to experience a small increase over its current water use. The figure

of 1.02 MGD given on Draft EIS page 4.4-14 is the 1987 water use for the base. The figure of 1.2 MGD given on Draft EIS page 4.4-28 is the estimated baseline water use by the base at a time corresponding to the operations phase of the program, that is 1993 and onward.

- 519 4 **RESPONSE:** The estimated value of Dyess AFB's current wastewater flow to the Abilene plant is 0.61 MGD. Contacts with the city indicated no problems with the effluent quality from Dyess AFB, therefore data concerning the quality of the flow are not included in the EIS. The city will begin construction of its expanded wastewater treatment facility in 1989 with completion scheduled for October 1990.
- 519 5 **RESPONSE:** Figures 4.4-1 and 4.4.7-1 illustrate the base drainage to Little Elm Creek, as does the text in the Final EIS, Section 4.4.7.2. A detailed storm drainage map of Dyess AFB was reviewed as part of the impact analysis. A stormwater analysis performed for the south site indicated that peak runoff from the site to Little Elm Creek, resulting from a 2-year, 24-hour storm, could increase by about 55 cfs, depending upon actual drainage design for the site.
- 519 6 **RESPONSE:** The only out-of-channel flooding of Little Elm Creek at Dyess AFB is in the vicinity of the base housing area at the eastern side of the base, 1.5 miles downstream of the south site, and well outside of the explosive safety zone. The railspur bridge will be designed to pass the 100-year flood, identified by the U.S. Army Corps of Engineers as being 20,500 cfs at Dyess AFB.
- 519 7 **RESPONSE:** To deal with accidental spills, Dyess AFB has a Hazardous Waste Management Plan and a Spill Prevention and Response Plan. These plans identify the process of collecting, storing, and shipping hazardous materials and also outline the procedures necessary to respond to unplanned releases of hazardous materials. The Peacekeeper Rail Garrison program will add one fuel storage tank and use the existing hazardous materials storage facilities for the materials generated by the maintenance of the Rail Garrison program. Each of the base plans will be updated to incorporate Peacekeeper Rail Garrison facilities and program-related hazardous materials.
- 520 1 **RESPONSE:** See responses to Document 6, Comment 1 and Document 33, Comment 74.
- 520 2 **RESPONSE:** Off-limit areas are presented on maps in the Final EIS, Chapter 4 which describes impacts on each candidate base. Also see response to Document 6, Comment 2.
- 520 3 **RESPONSE:** See response to Document 506, Comment 66.
- 520 4 **RESPONSE:** Military and civilian personnel required for operations at Little Rock AFB are 363 and 63, respectively. Personnel requirements for all phases of the program at Little Rock AFB are presented in Table 4.8.1-1 in the Final EIS, Section 4.8.1.3.
- 520 5 **RESPONSE:** See response to Document 33, Comment 30.

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- 520 6 **RESPONSE:** See responses to Document 33, Comment 12 and Document 6, Comment 2.
- 520 7 **RESPONSE:** Issues of nuclear war and enemy attack are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 521 1 **RESPONSE:** During the construction phase, impacts on railroads would occur as a result of rail track extension and spur construction and/or rehabilitation. Most of the installations would require new rail spurs to connect the garrison and associated facilities with a railroad main line. The connector rail spurs would require construction of wyes at the main line. Because most of the construction would occur off the railroad main lines, minimal interference from normal commercial train traffic would occur. Construction of the wyes at the main lines could be completed without causing delays to normal commercial train traffic. Also see response to Document 33, Comment 76.
- 521 2 **RESPONSE:** The likelihood and consequence of such accidents are discussed in Sections 5.3 and 5.4 of the Final EIS.
- 521 3 **RESPONSE:** Issues of budgetary priorities are beyond the scope of this EIS. Also see response to Document 3, Comment 1.
- 521 4 **RESPONSE:** Issues of strategic policy are beyond the scope of this EIS. Also see response to Document 3, Comment 1.